

# ALL HANDS

FEBRUARY 1981



in this issue

Saratoga's Arrival in Philly



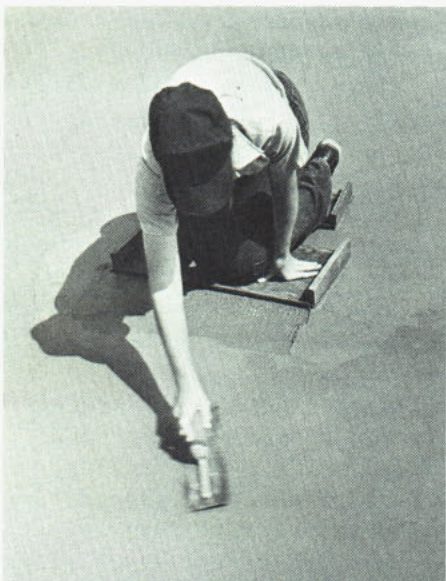


*USS Estocin (FFG 15), an FFG 7 class guided missile frigate, passes Squirrel Point Light on the Kennebec River, Maine. The 445-foot warship, powered by gas turbine engines, is designed for defense against submarines, aircraft and surface ships. —Photo by Ron Farr.*





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# ALL HANDS

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Back: USS *Ranger* heads out of Pearl Harbor for duty with the Third and Seventh Fleets. Photo by PHAN Dan Stanley.

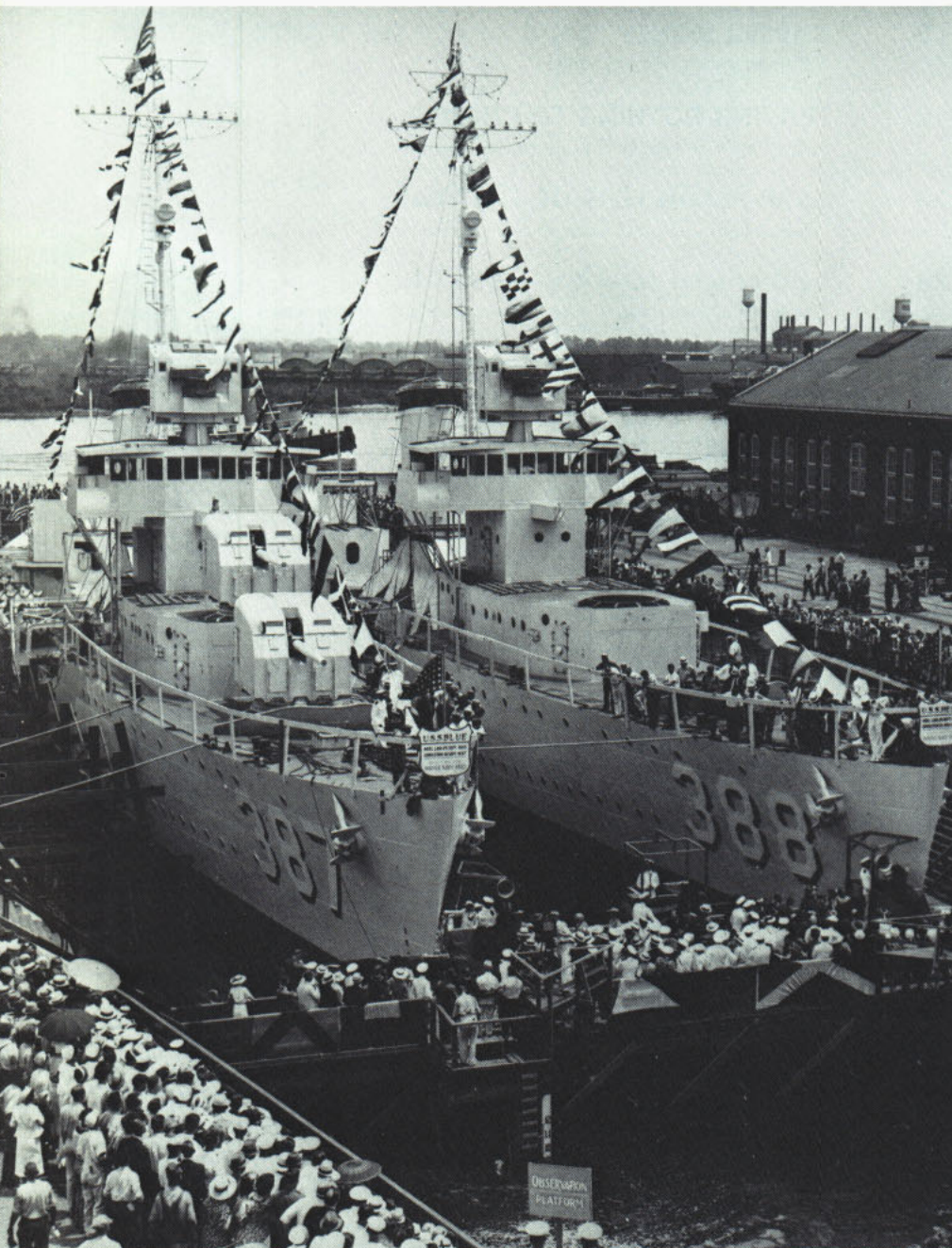
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Since 1767

# Norfolk Naval America's Oldest



In 1800, workers at the Gosport (Norfolk) Navy Yard in Virginia had plenty of rules and regulations to follow including this one:

“He (the worker) shall not willfully waste, destroy, nor embezzle any part of the public property, nor suffer others to do it; he is not to break the fence of the yard, or enclosures, nor take off any boards, etc., from the same, nor suffer others to do it, without leave being first obtained from the principal officer at that time in the yard.”

In other words, don't tear the place apart unless the boss says it's OK.

Founded in 1767 by an enterprising Scotsman who knew a good harbor when he saw one, the Gosport yard (its name was changed after the Civil War) was first “torn apart” by British troops in 1779. Actually, they burned it to the ground and didn't bother to ask *anyone's* permission.

But at least one of their members, an admiral named Collier, was upset by the destruction. He lamented that “The marine yard was the most considerable one in America. . . 5,000 loads of fine seasoned oakknees for shipbuilding, an infinite quality of planks, masts, cordage, and numbers of beautiful ships of war on the stocks were at one time in a blaze. . .”

It wouldn't be the last incident of authorized arson. During the Civil War, the yard was twice put to the torch—once each by Union and rebel forces. But the facility rose like an in-

*The date was May 27, 1937; USS Blue (DD 387) and USS Helm (DD 388) were about to be launched.*



# Shipyard:

dustrial Phoenix from its ashes, and today is still one of America's "most considerable" shipyards.

Purchased for \$12,000 in 1801 by the federal government from the state of Virginia, Norfolk Naval Shipyard has evolved into a \$1.5 billion concern. Its peak was reached during World War II when production exceeded that of all its previous war periods combined. The lowest point of output was probably during the Civil War, when the yard changed ownership three times and was twice destroyed by fire.

On April 20, 1861, Commodore C.S. McCauley decided to burn the Gosport Navy Yard because he believed it was about to be overrun by rebel forces. This was certainly not the case, but since belief is often stronger than proof, the good commodore applied heat to his command and gained a true understanding for an old cliché by watching the whole thing go up in smoke.

He explained his actions six days later to Secretary of the Navy Gideon Welles: "... not having the means at my disposal to get the *Merrimack*, *Ger-mantown*, and *Plymouth* to a place of safety, I determined on destroying them, being satisfied that with the small force under my command the yard was no longer tenable.

"I then commenced spiking the guns in the yard and on board the ships in ordinary, including the *Pennsylvania* (120 guns, largest U.S. wooden warship ever built), and destroying such arms of the old and obsolete pattern as could not be placed on board the *Cumberland* (McCauley's flagship), and throwing them overboard; making the destruction of other things, with the exception of the public buildings, as complete as possible."

To a large extent, he succeeded. A great number of stores, ordnance and facilities were rendered useless by the fire. Still, Confederate forces salvaged and used many supplies and arms that remained during their year of occupation.

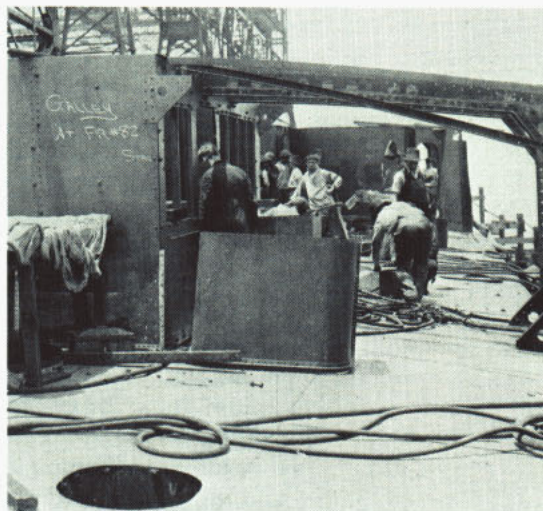
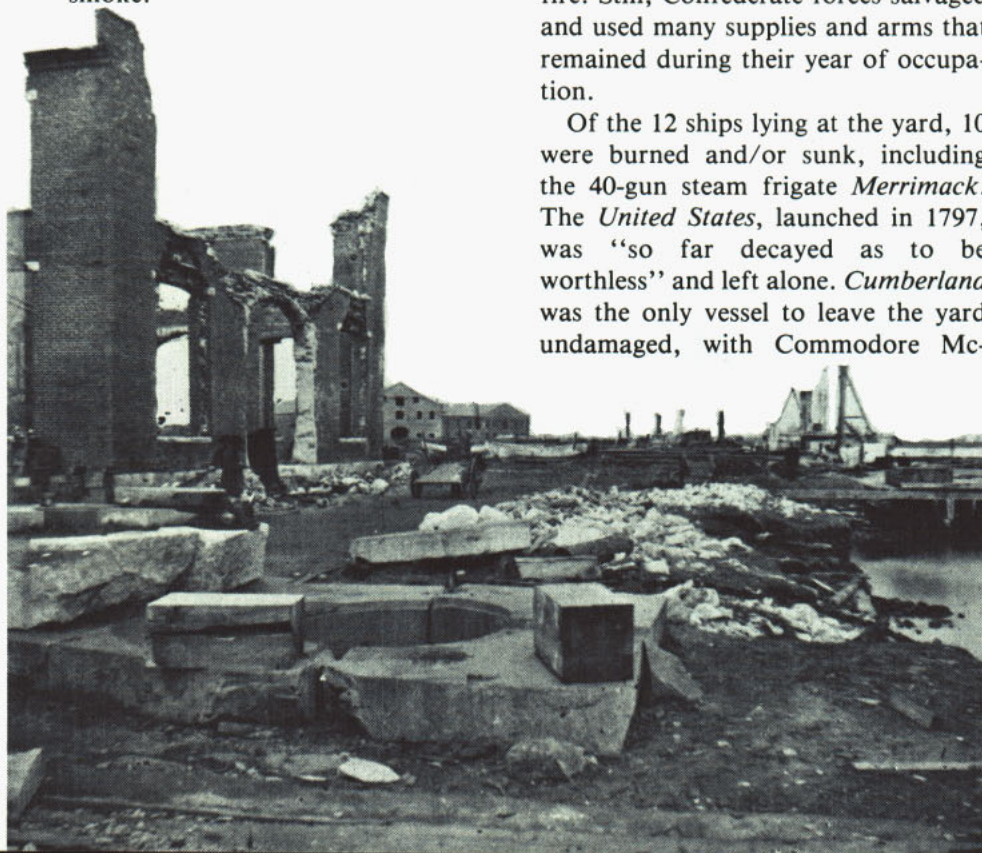
Of the 12 ships lying at the yard, 10 were burned and/or sunk, including the 40-gun steam frigate *Merrimack*. The *United States*, launched in 1797, was "so far decayed as to be worthless" and left alone. *Cumberland* was the only vessel to leave the yard undamaged, with Commodore Mc-

Cauley on board. But *Merrimack's* ghost returned to sink it the following spring in the form of ironclad CSS *Virginia*.

McCauley's decision to burn the Gosport yard was apparently based on circumstantial evidence. He had no idea that federal reinforcements were only 14 miles away when he evacuated his command, or that the threat of rebel forces was more imagined than real. This was due in part to his staff. The commodore was "surrounded by officers in whom he confided, believing them, up to the very hour that they resigned, to be Union men, and who were advising him to adopt and continue the temporizing policy which was pursued."

According to William H. Peters, a Confederate paymaster at the shipyard who recorded his memories of the event in 1891, Virginia troops played tricks to make the Yankees think they were a formidable foe. For instance, transport trains moved back and forth all day—unloading the same troops over and over again.

Peters had been surprised by the Yankees' drastic move: "The abandonment of the... Navy Yard and its partial destruction by the Federal authorities was a most unaccountable procedure... Virginia had not, nor as



Left: An 1864 photograph shows buildings wrecked during the Civil War. Above: A 1918 photograph shows USS Craven (DD 70) under construction.



# Since 1767

a matter of fact, had the Confederate Government the means of capturing, or of even seriously menacing the Federals in the possession of this vast establishment, for let it be remembered that the frigate *Cumberland*—with a full crew and fully equipped—and also the receiving ship *Pennsylvania*, with batteries and men sufficient to work them, lay abreast the yard in position to effectually protect it, and to destroy the city of Portsmouth in case of an attempt to capture, on the slightest demonstration against the yard.”

One vessel destroyed in 1861 happened to be the first line-of-battle ship ever built in America, USS *Delaware* of 74 guns. Launched in 1820, its burnt hulk was raised and broken up by wreckers in 1867. Reportedly, *Delaware*’s live-oak members were as sound as the day it was launched, nearly 50 years before.

*Delaware* also had the distinction of being the first ship placed into America’s—for that matter, the entire Western Hemisphere’s—first dry dock in 1833. Construction of the dock had been started six years earlier, largely because of Secretary of the Navy Samuel Southard’s arguments.

In an 1825 reply to Congress, Southard “called attention to the fact that not one (dry dock) existed in the country, though the arguments to prove the propriety of building one or more had several times been offered since the organization of the Navy Department in 1798; that twice appropriations had been made by Congress for the construction of docks, but the amounts appropriated were so small as to be entirely inadequate to the purpose.”

Southard pointed out that the only available method for below-waterline repair on large ships was “heaving down”—turning the ship on its side—an expensive, slow and dangerous operation. But with a dry dock, he explained, “work might be performed in a few hours, and at trifling expense, which would take weeks by the process then in use.”

Congress bought the idea, and footed the almost \$1 million bill which

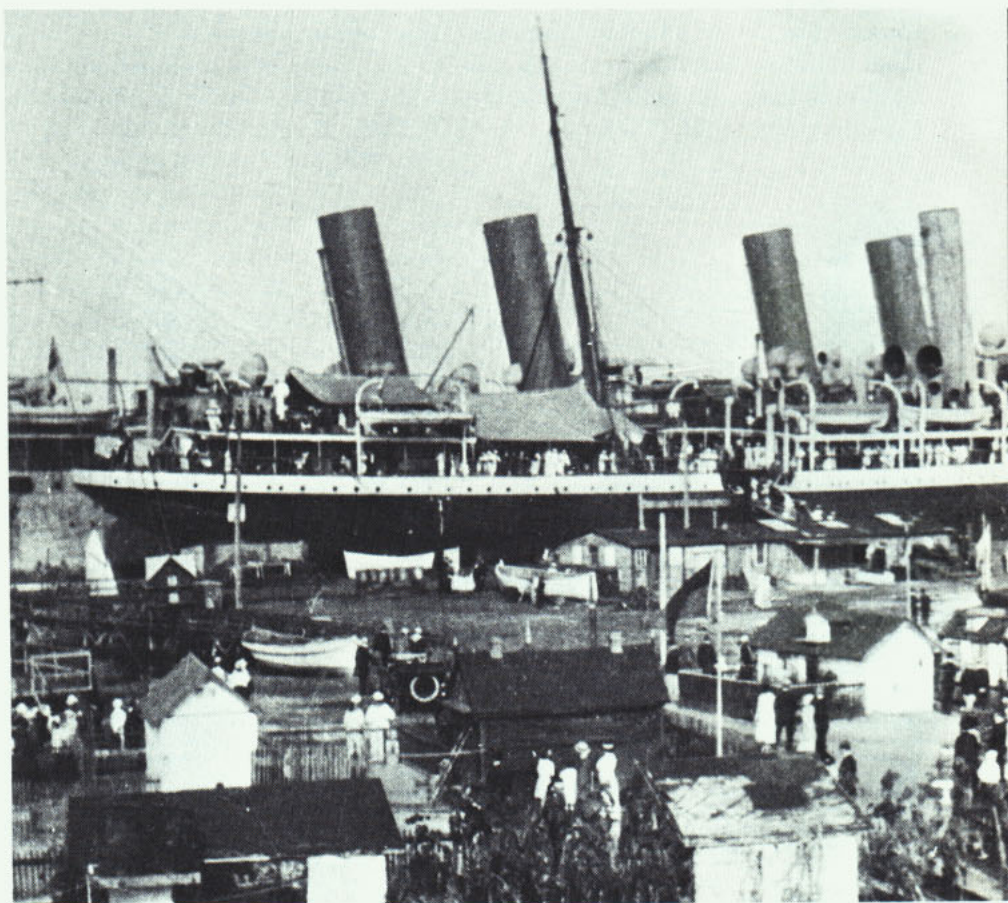
turned out to be an excellent investment; the oldest dry dock in America is still in daily use.

By 1840, Gosport Navy Yard had become an important shipbuilding concern. It had an iron store, blacksmith and coppersmith shops; five timber sheds and a store house; mast shop with shed for masts and spars; boat shop and boat house; workshop for capstans, rudders and other heavy work, plus a clutter of small sheds and buildings not contemplated in the “approved plans.”

New vessels emerged from the yard in true production-line fashion: sloop *John Adams*, rebuilt frigate *Macedonian*, surveying brig *Pioneer*, sloop *Yorktown*, steam frigate *Powhatan* and many others.

Until 1855. That was the year when work stopped at Gosport; that was the year an unwanted visitor showed up: yellow fever.

*Below: Crane division of 1921. Bottom: Interned German sea raiders and crew’s makeshift village, circa 1915.*





It apparently arrived via one ship named *Ben Franklin*, which had the disease on board. The ship was immediately quarantined until authorities considered the danger to have passed. They didn't wait long enough. *Ben Franklin* was allowed to discharge its cargo the first week of July. A few days later, yellow fever broke out in

Gosport, spreading quickly to Portsmouth and Norfolk.

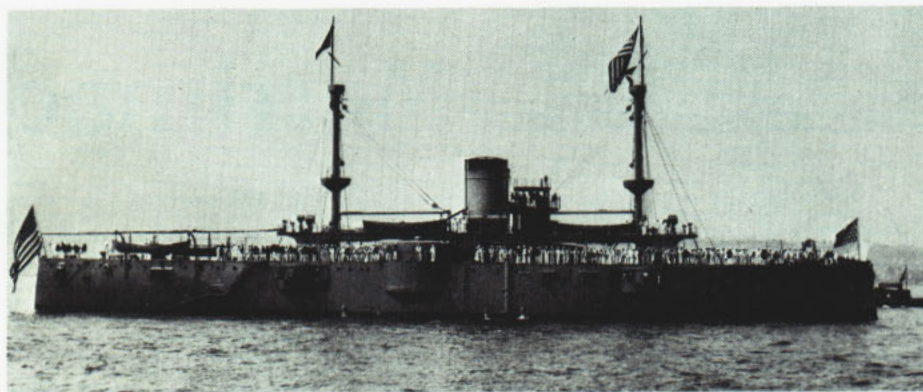
The Government Printing Office's *History of the Gosport Navy-Yard* (1874) records that the fever was "raging without sensible abatement until frost set in, late in October.

"Work at the navy-yard almost entirely ceased, the panic being so great

that it was impossible to procure mechanics, with the exception of a small number of old hands. Almost everybody who could do so left the city. . ."

Fever passed and so did civil war; danger from outside forces became a stranger to the shipyard as it was transformed from a mass of burnt-out wreckage into a giant shipyard.

Naval construction passed from wood to steel, and technology pointed the way for humans to raise the ante in a wartime poker game with more powerful and accurate armament. In 1892, the evolution of fighting ships took a big leap when Norfolk turned out the Navy's first battleship—USS *Texas*. Six years after its commissioning, *Texas* showed exactly how much muscle it carried—along with other vessels of the "New Navy"—by



Above: USS *Texas*, Navy's first battleship and USS *Langley* (CV 1) (right), Navy's first aircraft carrier, were products of the Norfolk Shipyard. Keel of *Texas* was laid in 1889; *Langley* was converted from collier *Jupiter* in 1922.





# Since 1767



helping to quickly eliminate a Spanish squadron at the Battle of Santiago Bay, Cuba.

During World War I, a bit of "the Fatherland" found its way into the Southern port city. Two German sea raiders, *Kronprinz Wilhelm* and *Prinz Eitel Frederick*, were captured in 1915 and interned at Norfolk.

From scraps lying about the yard, the German sailors (about 1,000) built themselves a village and named it "Eitel Wilhelm." The settlement attracted many visitors, and various social events were held between captives and captors during the Germans' stay.

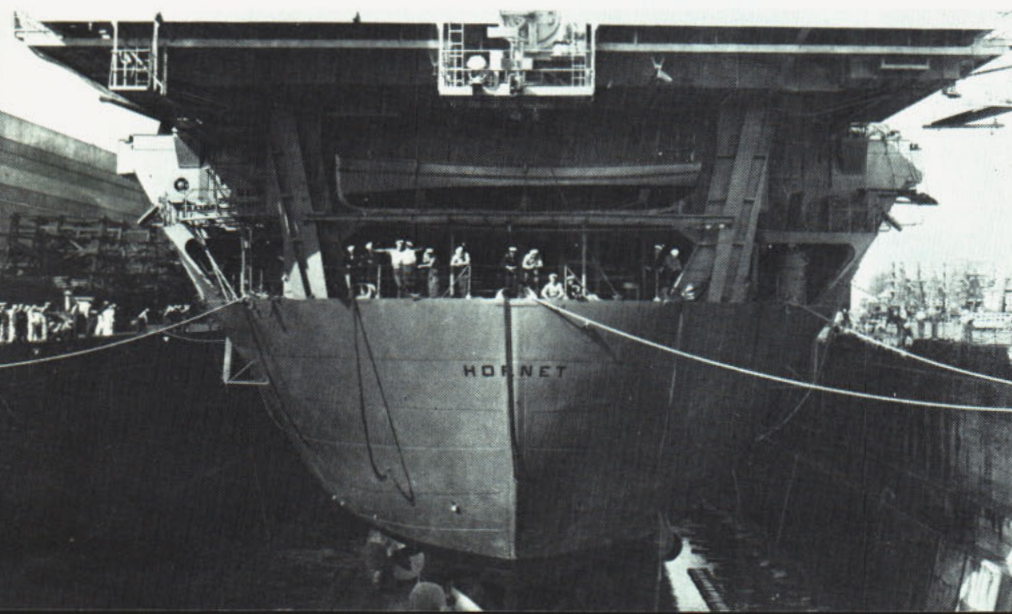
Another leap in ship design had its start at the Norfolk yard. Work began in 1919 on a modification program that drastically changed the strategy of naval warfare. The collier *Jupiter* became the world's first aircraft carrier in 1922: USS *Langley* (CV 1). Twenty

years later, *Langley* was one of the Navy's first losses when it was damaged beyond repair by Japanese bombers and sank about 75 miles south of Java.

Part of FDR's National Recovery Act (the NRA) called for the building and launching of nine destroyers at Norfolk during 1934-39. Each vessel had a displacement of about 1,500 tons, but those ships probably seemed a great deal larger in the eyes of workers at the yard. They had been hit with layoffs and, like all government workers at that time, they took a 15 percent cut in pay; the destroyers meant relief from the Depression.

At the end of 1932, the shipyard had less than 4,000 workers. By Sept. 1,

Above: A 1942 view of a PT boat. Below: The USS *Hornet* (CV 8) shortly after commissioning in 1941.



1939 the work force had nearly doubled. Each of those nine destroyers saw action in World War II—four of them never made it through. But perhaps their greatest performance for the U.S. was during peacetime, when they helped to pull an important industrial center out of depression and geared up the Norfolk yard for the challenge of wartime production.

## Merrimack

### *Monitor and Merrimack.*

Like Laurel and Hardy, Amos and Andy, Willie and Joe or Mutt and Jeff, one of them just doesn't sound right without the other. So it is with *Monitor* and *Merrimack*. In the annals of naval history, the names are inseparable. They are forever linked as the first ironclad ships to slug it out in battle.

But *Merrimack* almost escaped being *Monitor*'s foe; as far as the Civil War is concerned, that would have been a very important "almost."

When hostilities broke out between the North and South in 1861, steam frigate USS *Merrimack* was anchored at the Gosport Navy Yard in Norfolk, along with several other sailing vessels of the strictly canvas variety. Union forces evacuated the yard April 20; the ships were burned and sunk.

About a month later, *Merrimack*'s hulk was raised by the Confederates and rebuilt as the ironclad CSS *Virginia*. The new name never really made an impression, but the new iron-covered design did.

It was this ship that steamed into Hampton Roads the following spring and sank Union warships *Congress* and *Cumberland*. It was stopped from chalking up more victims the next day by USS *Monitor*, when the two ships fought their famous but inconsequential battle. Had the *Merrimack* not been burned at Norfolk, it might never have become such a formidable Confederate weapon.

The federal government certainly had every intention of keeping the steam frigate out of rebel hands. In a



More than 100 new ships and craft were built at the Norfolk yard between 1940-45, including the 35,000-ton battleship USS *Alabama* (BB 60) and aircraft carriers.

Besides new construction, no less than 6,850 vessels were worked on in some other capacity, such as repair or modification. During World War II, the yard more than doubled in physical

size and its total work value went above \$1 billion. From about 7,000 in 1940, the work force jumped to 43,000 three years later. And the predictable strain on local housing was eased by 45 public and private housing projects that produced 16,487 family units.

With seven operational dry docks and about 12,000 employees, the Norfolk Naval Shipyard today remains one

of the most important facilities in America. Although no new ships have been built here since the Korean War, all types of vessels continue to be repaired, overhauled or modified. Surviving through two centuries, three burnings and four owners, the yard still turns in a 40-hour week, with plenty of overtime besides.

—Story by JO2 P.M. Callaghan

# Almost Escaped

message dated April 10, 1861, Secretary of the Navy Gideon Welles made his position clear to the Gosport Navy Yard's commanding officer, Commodore C.S. McCauley: "In view of the peculiar condition of the country, and of events that have already transpired, it becomes necessary that great vigilance should be exercised in guarding and protecting the public interests and property committed to your charge.

"It is therefore deemed important that the steamer *Merrimack* should be in condition to proceed to Philadelphia or to any other yard, should it be deemed necessary; or in case of danger from unlawful attempts to take possession of her, that she should be placed beyond their reach."

No one knew it, but *Merrimack* had only 10 days to get ready. An engineer at the yard told McCauley that it would take a month to put the frigate's engines in operating order. The Navy

Department wasn't too pleased with this appraisal and sent one of their own engineers, Mr. Isherwood, to Norfolk.

He arrived there two days after South Carolina troops fired on Fort Sumter—a way had to be found to get the *Merrimack* out of Norfolk, and fast. His job was made all the more difficult when he discovered that the "engines were in a wretched state, all the braces were out of the boilers, having been removed with a view to the substitution of other and larger ones, and the entire machinery was in a disabled condition."

Isherwood put a crew to work on the frigate at once. After three days of constant labor, *Merrimack* was ready to sail on the afternoon of the 17th. But McCauley wasn't ready to let it go. Although he'd been pointedly reminded by the Secretary of the Navy to "defend at any hazard" the vessels and stores under his charge, the commodore balked at sending a valuable

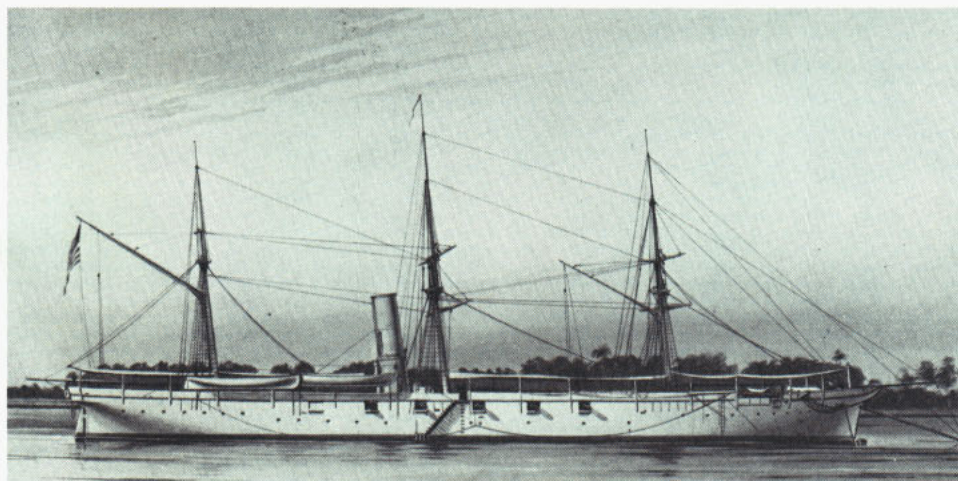
ship to safety in Philadelphia.

On the 18th, Isherwood told McCauley that *Merrimack's* steam was up with engines working; the only thing needed was an order to cast off.

That order never came. Commodore McCauley, despite the urging from Isherwood and orders from Gideon Welles, decided to keep the vessel at the yard. Apparently, he'd been advised that getting the *Merrimack* under way might provoke rebel troops outside the yard and cause an attack. But some of his staff officers doing the advising were sympathetic to the South. McCauley also had the mistaken impression that hostile forces around Norfolk were much stronger than his own; this simply wasn't the case.

And he didn't know that help was nearby. On the afternoon of the 20th, USS *Pawnee*, a steam-sloop with 100 Marines aboard, was only 14 miles away at Fort Monroe. By the time it got to Gosport yard, the orders for destruction had already been given. All *Pawnee* could do was stand by and watch as the yard and ships were enveloped in flames.

The Gosport yard fell victim to treachery and illusion—not to mention poor timing. If McCauley had known that help was on the way, he might not have set the torch to his command. *Merrimack* could have escaped to Philly instead of being raised by the Confederates and turned into a lethal weapon. There would have been no battle between ironclads.



Steam sloop USS *Pawnee* was sent by SecNav Gideon Welles to save Union ships at Norfolk yard; it arrived a few hours too late.







# Commissaries/Exchanges

## Saving Money is Only Half the Story

In the early days of the Navy, before commissary and exchange stores existed, sailors and their families often found themselves at the mercy of merchants, who, at times, sold goods which were poor in quality and high in price. After the first Navy commissary store opened at the Washington Navy Yard in 1910, the convenience and economical value that it provided to Navy families were soon recognized. Congress then began to appropriate funds for commissary stores at all major naval activities.

After World War II, the commissary store system was expanded and today there are 81 Navy commissary stores worldwide, 60 of them in the United States.

From their beginning 70 years ago, commissaries have operated on a non-profit basis, providing patrons with goods "at the lowest practicable prices." Yet, despite the savings that the stores are able to offer Navy members, a number of potential customers, for one reason or another, are choosing to do their grocery shopping outside the gate.

A spokesman for the Navy Resale and Services Support Office (NAVRESSO) in Brooklyn, N.Y., John Russas, said that there are possibly two factors that may con-

tribute to Navy people shopping at commercial stores: the convenience of nearby commercial shopping centers and the fact that some Navy people haven't shopped at a Navy commissary store recently.

Russas believes that the volume of business at Navy commissaries comes mostly from personnel in the lower paygrades and from retired families. He said several surveys have shown this to be the case at many Navy installations.

"Those people who don't shop in

their commissary store aren't aware of the improvements that have been made," Russas said. "Construction of new stores has increased in the past few years and new merchandising techniques are being used at all of our stores. Items have been arranged on the shelves in groupings that enable customers to plan their meals as they shop each aisle. Commissary stores are also offering more weekly specials than in the past and action has been taken to improve the quality and appearance of the meat and produce departments.



*Yesterday's ships stores and gasoline stations are only a memory and hardly comparable to the modern, fully-stocked facilities offered by the Navy today.*



# Commissaries/Exchanges

The Navy commissary store of today is very different from the store of three or four years ago," Russas added.

Despite limited resources, fewer employees, smaller stores and shorter hours of operation, Navy commissary stores are more productive than commercial supermarkets. This productivity indicates that customers are receiving better service as well. Statistics from an industry publication show these facts:

Operating	Navy Commissaries	Civilian Supermarkets
Average sales per week, per store	\$152,832	\$91,000
Average sales per week, per cash register	\$21,206	\$13,030
Average weekly sale per square foot	\$14.74	\$6.17
Average weekly sale per equivalent full-time employer	\$3,314	\$2,179

"Navy commissary stores are geared to handle a high volume of customers faster and more efficiently than commercial stores," said Rear Admiral William J. Ryan, commander of NAVRESSO and head of the Navy commissary store program. "Most of the time, there aren't any long lines at commissary stores. The period immediately after paydays is the exception. If patrons would only schedule their shopping during off payday weeks, I think they would be pleasantly surprised to find shelves fully stocked, aisles that you can move through and no lines," the admiral said.

Some folks question whether commissaries save them money; others are convinced they do. Just how much are the savings in the commissaries?

A recent retail price comparison survey showed that the Navy commissary store patron saves an average of 22 percent over commercial supermarket prices. The Resale Office conducts these surveys twice a year. They compare retail prices on 100 market-basket items at the commissary stores to those at nearby commercial stores.



Eighty-five of these items correspond to those used by the Bureau of Labor Statistics in their market-basket price studies.

A few months ago, the Department of Defense released the results of a study which showed that the typical service member perceived his commissary privilege to be worth about \$930 a year.

In spite of the proven savings that commissaries offer, the need for these resale stores has been questioned several times in the last few decades. Military commissaries are now facing one of the most significant challenges in their history.

Recent studies by the General Accounting Office, some prompted by members of Congress, have questioned whether continuation of commissaries solely on the basis of convenience and cost is still valid. Some congressmen are urging that appropriated fund support to commissaries be eliminated. Whether this will happen and whether commissaries will become self-sustaining and still be able to operate on financially sound footing is something only time will tell.

There are clear indications, however, that the Navy and the other services,

along with some members of Congress, are taking a strong stand to see that the commissary benefit is not eroded. One congressman recently told members on Capitol Hill that the savings provided by commissaries "is important—even vital—to the families of E-4, E-5, E-6s and even junior officers. When the commissary subsidy goes, one more incentive for remaining in service goes with it."

The future success of commissaries and the benefit they offer military patrons are dependent upon many things, not the least of which is the determination of Navy members to keep the privilege from being abused. The actual number of people who abuse their commissary privilege by buying for unauthorized persons or selling commissary goods for a profit cannot be accurately determined but, undoubtedly, there are those who do put the privilege in jeopardy.

Lieutenant Commander S.J. Seuffer, director of the Commissary Store Group in the Norfolk, Va., area said, "Most people who shop in the commissary store have a great deal of loyalty and watch out for people who abuse their privilege. They know it's *their* store. If they see someone stealing



*Canned goods always were and still are important items stocked by commissaries for the benefit of Navy people.*



from the store or selling commissary items to their neighbors, they're more inclined, I think, to report it than they would be if it happened at a commercial store. I think our customers, the commissary patrons, understand that the savings in the commissary is a benefit that has to be safeguarded.

"There will always be the person who will blatantly disregard the commissary privilege and when this happens, we usually find out about it. The offenders lose their commissary privilege," said Seufer. "We take steps to stop it as quickly as possible so that it won't have an adverse impact on the rest of the Navy community."

### **Navy Exchanges**

Ship's service stores, today called Navy Exchanges, were authorized by the Naval Appropriations Act of 1909 and became official resale activities under Navy Regulations in 1923.

Unlike commissaries, Navy Exchanges essentially operate without appropriated funds. There are other differences between these two Navy resale

programs and some similarities as well.

The markup on goods in commissaries averages a little less than 6 percent, which is used to pay for operating supplies, equipment and new construction. The markup in Navy Exchanges averages about 18 or 19 percent. The higher exchange markup is needed to pay for all expenses, like civilian payroll (commissaries use appropriated funds to pay employees), and to provide funds for Morale, Welfare and Recreation (MWR) programs at the local level and Navywide. About 5 percent of Navy Exchange profit goes to support MWR.

In fiscal year 1979, contributions to recreation funds from Navy Exchange profits exceeded \$37 million. That same year, almost half-a-million dollars was spent for a bowling alley at Naval Facility, Brawdy, Wales. Another \$1 million went for a swimming pool at the Naval Technical Training Center, Pensacola, Fla. An auto hobby shop was built at Naval Air Station, Cubi Point, R.P. Naval Station, Adak, Alaska, got \$1 million for a youth center and Naval Air Station, Whidbey Island, Wash., received almost \$800,000 for a craft hobby shop. These were but a few of the MWR projects completed last year with funds "contributed" by Navy Exchange customers.

Though exchanges and commissaries have a markup, both these Navy resale outlets continue to provide an average savings of around 22 percent. This is explained when you compare the Navy resale markups with the markups used by most commercial stores. The markup in the commissaries is less than one-third of the 20 percent average markup in commercial supermarkets and the exchange markup of 18 to 19 percent is way below the 40 to 50 percent markup used by most civilian retailers.

In addition to setting policy for Navy commissaries, the people at NAVRESSO also establish overall policy and procedures for Navy exchange operations, including retail stores, cafeterias and snack bars, barber and beauty shops, Navy Lodges, vending machines and auto-

motive service stations. Located throughout the world, more than 560 Navy Exchange retail services outlets come under NAVRESSO's direction.

"Unlike the other aspects of the exchange program, we have little control over the price charged for gasoline sold by Navy Exchanges in the United States," said Admiral Ryan. "A lot of our customers don't know that our gasoline prices are regulated by rules set down by the Department of Energy. So while our commissary and exchange prices are consistently lower than prices charged outside the gate, we can't always say that about our gas prices."

Under current law, Navy Exchanges must conduct a monthly survey of the gas prices at 20 of the nearest civilian gas stations. Exchanges cannot sell gasoline cheaper than 5 cents below the average of commercial prices. Sometimes exchanges are undersold by a cut-rate gas station outside the gate.

Admiral Ryan recently told an audience of resale officials and suppliers that, "In spite of the downward trend in our patrons' disposable income, they are spending a greater percentage of it in our stores. . . and we expect this to continue as long as our patrons keep getting squeezed by inflation."

Added together, the combined commissary and exchange privilege is perceived by the typical service member as worth about \$1,575 a year, as indicated by the recent DOD survey. Only medical and retirement benefits were perceived to have a greater dollar value. Though some sailors and Navy families may dispute the dollar value, there is little disagreement that the commissary and exchange privileges rank high on the list of privileges enjoyed by military people.

Navy commissaries and exchanges, like the Navy itself, have their traditions and heritage. Seafarers of the early Navy would have been extremely pleased to have the privileges enjoyed by Navy people today. The quality of Navy life that is ours today, given to us through the privileges we have, cannot be taken for granted.

—Story by JO2 Steve Bellow



# Third Fleet Readiness

# Leaving Nothing

USS *Ranger* (CV 61) cut smoothly through the water. Moving past Ford Island, out of Pearl Harbor, the carrier headed toward the open sea. Sailors in whites lined the rails; F-14 *Tomcats*, gleaming in the morning sun, stood in precise rows on the flight deck.

Earlier that September day, and the day before, other Navy ships had steamed out of Pearl—USS *Ashtabula* (AO 51) and USS *Kiska* (AE 35) had led the way. They were followed by USS *Ouellet* (FF 1077), USS *Badger* (FF 1071), USS *Goldsborough* (DDG 20) and USS *Fox* (CG 33).

Now this vanguard waited for the carrier. Out in the Pacific, the ships joined up as a Third Fleet battle group. Embarked were Commander Carrier Group Seven and Commander Destroyer Squadron 25; they would conduct anti-submarine warfare and other defensive operations. Maintaining a

readiness position, the ships would guard the western sea approaches of the United States, assuring that the sea lines of communication remained open.

At an imaginary line halfway between Midway and Japan, the seven ships would rendezvous with the USS *Constellation* (CV 64) battle group, on its way home from a long Seventh Fleet deployment in the western Pacific. Before splitting off, the two groups would do mock battle as a final test of *Ranger's* skills before trading places with *Constellation*.

As a unified force, the Third Fleet ships of the *Ranger* battle group, with their 7,325 men (5,500 on *Ranger* alone), and hundreds of aircraft, were doing the job for which they had been built, for which they had been trained. But this Third Fleet operation was no Johnny-come-lately; it had been a long

time in the making. The preparation and training had been accomplished only through a carefully planned series of events, closely watched and tightly controlled.

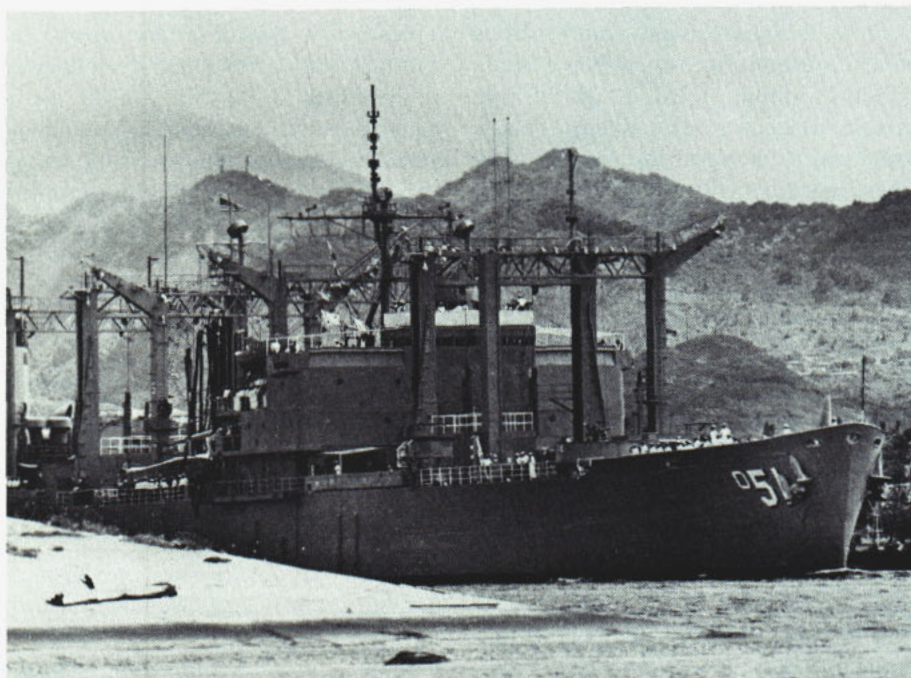
The *Ranger* battle group had its beginnings in the headquarters of Commander Third Fleet on Ford Island. Months—even years—earlier, employment schedules and seagoing exercises had been worked out; tactics to be used in the exercises had been devised. Ships, men and equipment had been gathered and put through the paces—all with an eye toward September 1980 as the actual deployment date. Now, the first commitment had been met. The *Ranger* battle group was on its way. Nothing had been left to chance.

Under the command of Vice Admiral Edward C. Waller, the ships of the Third Fleet range over 50 million square miles of Pacific Ocean. From pole to pole, from the west coast of North America to a point halfway between Midway Island and Japan, the Third Fleet guards its territory.

But there's much more to it than that. Third Fleet provides ready units not only for its own eastern and mid-Pacific area but also sends ships into the far western reaches controlled by Commander Seventh Fleet. Thus, for most Third Fleet battle groups, deployment means that the ships will proceed to the Pacific Fleet chop line and transfer to operational control of Commander Seventh Fleet until they return from the western Pacific or Indian Ocean.

Like nomads, these ships wander the

Left: USS *Ashtabula* (AO 51) moves out of Pearl Harbor. Right: The men and machines of USS *Ranger* (CV 61).





# to Chance





# Third Fleet Readiness

vast Pacific, alert and ever watchful. That the ships are there, we know. We also know that these Third Fleet ships will continue to track the Pacific and guard our nation's western shores. How they get there, however, and what's involved in deploying such a battle group is another side of the story.

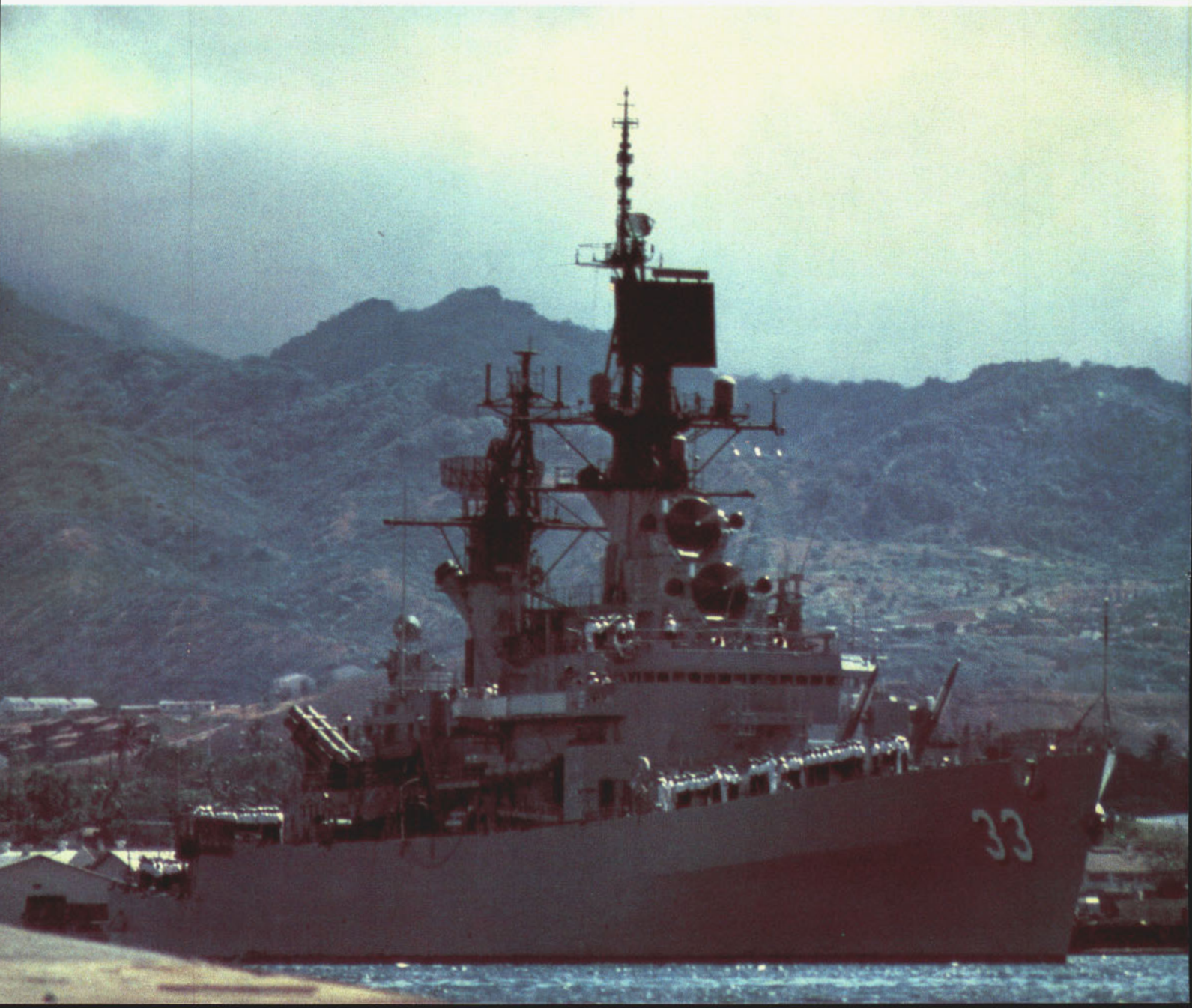
In Third Fleet headquarters, Commander Edward Froehlich, the fleet schedules and services officer in charge of employment schedules, marks off vertical spaces on a sheet of paper that unfolds to about 18 inches in width. When he finishes blocking in spaces of

varying lengths, they are shaded in and coded with symbols and numbers. Looking somewhat like an ancient Egyptian hieroglyph, the finished product is a picture story that traces part of the lifespan of one Navy ship.

The picture story begins with the overhaul period that takes place when a ship returns from deployment. The shaded vertical spaces represent specific milestones and other requirements through which the ship must pass: light-off exam, multi-team training and independent ship exercises, for example, all followed by upkeep periods to correct any de-

ficiencies. Then comes the operational propulsion plant examination, which the ship must pass before it is certified to maintain fleet standards for safe steaming under normal conditions. Passing the OPPE also shows that the ship and men are capable of handling casualties. This is followed by a training readiness evaluation.

Afterwards, the ship is under way for refresher training. This covers almost every aspect of shipboard training including gunnery, navigation, damage control, electronic warfare, underway replenishment and naval gunfire support. During RefTra, the





ship must pass its operational readiness exam, which often involves a fully-developed battle problem.

Up to this point, although the scheduling has been a coordinated effort between Third Fleet and the type commanders, the ship has been under the control of a type commander and then a training command. In the case of a destroyer, ComNavSurfPac would oversee the overhaul and get the ship in material condition so that it's ready for the training phase. Then ComTraPac in San Diego—NavAirPac if a carrier—would take administrative command and put the ship through its sequences

of training, testing and upkeep.

Following RefTra, however, the ship is transferred to Third Fleet where it is usually assigned to a battle group, a surface combatant task group or maybe an amphibious ready group. All the individual training and maintenance accomplished under the type commander and the training command

now comes together. The ship begins to operate in concert with other ships.

The Third Fleet sequence of multi-ship training begins with a COMP-TUEX (composite training unit exercise), a basic battle group exercise, followed by a ReadEx (readiness exercise), a more complicated exercise which involves the entire battle group facing a realistic scenario. Finally, the unit undergoes a FleetEx (fleet exercise), the big test involving still more people, more equipment and more ships. FleetEx might be looked upon as a sort of graduation exercise, final proof that the group is ready for deployment.

Commander James E. McDiarmid, surface operations officer, readying the ship for Seventh Fleet deployment is a Third Fleet priority item.

"But there's a lot more involved. Those ships are our eastern and mid-Pacific defense, also," he said.

"Our ocean area is a big one and we keep a close watch on what's happening there. We patrol and conduct anti-submarine warfare and surface operations. Our ships are ready for any eventuality—search and rescue,



*Opposite page: USS Fox (CG 33). Left: USS Ouellet (FF 1077). Below: A P-3 Orion keeps track of a Soviet submarine.*





# Third Fleet Readiness

medevac missions, at sea replenishments and fueling, even salvage and towing operations. If anything were to happen in these waters we'd direct the battle group closest to the ready point. Our ready battle group is on 96-hour readiness.

"But we have to remember that the political situation is different here than in the Atlantic or the western Pacific," McDiarmid added. "That's why the fleet exercises are so important in preparing our battle groups for deployment to WestPac and the Indian Ocean."

The group exercises, plus the transit exercises, and the mock battle usually conducted between the incoming and outgoing battle groups, are devised by the warfare training group, headed by Assistant Chief of Staff Captain Barry E. Kunkel. These are the people who say what kind of war games the ships and the men will play—serious games





designed to bring both ships and men to a combat-ready level.

Many of the naval officers in this division, as in the other headquarters divisions, are ex-commanding officers. They've had fleet experience and understand the necessity of being thoroughly prepared. They also have the experience and knowledge of others to draw upon. The warfare training group includes exchange officers from Great Britain, Australia and New Zealand, plus a naval liaison officer from Japan.

The battle plans devised by this group are based not on history but on what's happening in the world today. They're designed to meet today's threats.

At this point in the operational life of a ship, when the exercises are being performed, ComThirdFt's tactical development and evaluation program comes into play. Dealing with "what if" situations, analysts review the tactics during the exercise, then reconstruct it to study how something happened and why. What they learn from the exercises helps them make recommendations on how to overcome obvious deficiencies and the best tactics to use if a battle group should be faced with an enemy threat.

"What we're looking for is a way of getting more out of less," said ops analyst Lieutenant Commander Craig Heckert. "In other words, if there's a deficiency—perhaps an undermanning problem—we have to devise better tactics to overcome the deficiency."

"But we have to guard against having a comfortable feeling about what we have learned," added ops analyst Lieutenant Commander William D. Pruett. "We have to try to stay ahead of the game."

Through "lessons learned" and first hand observation, the primary goal of the tactics analysts is to improve fleet readiness.

From overhaul to transfer to Third Fleet control may take up to six months, depending on the type of ship. Third Fleet then has a four to five month period to run the ship through its exercise program. Then, one month is set aside for the Planned Overseas Movement period, the time for settling personal affairs. Finally, the ship moves into the deployment stage and the scene is set for another great carrier to move out of Pearl Harbor toward the western Pacific.

Thus, periods of overhaul are followed by training and upkeep which are followed by Third Fleet exercises and deployment. Then it begins all over again—the precise scheduling is worked out so that all ships of the same type are not in the same stages at the same time. The intent is not to have all ships operating at the same time, but to have them on a reliable cycle which can be shifted into high gear on short notice.

For the five carriers available to Third Fleet, for example, the employment schedule would show *Ranger* on deployment to Seventh Fleet, *Constellation* returning from WestPac, USS *Kitty Hawk* (CV 63) on Third Fleet operations out of its San Diego home port, USS *Coral Sea* (CV 43) with ComNavAirPac in Alameda finishing a maintenance period and USS *Enterprise* (CVN 65) in overhaul with ComNavAirPac. Like tumblers in a combination lock, the carriers and their attendant air wings, surface combatants and people will fall into place, one after the other, at just the right time, as the code numbers in the employment cycle are dialed in sequence.

Third Fleet's goal is a fleet of fully-operational ships with fully-trained crews and top-notch weapons systems, led by competent battle group commanders and staff personnel, all meshing together as smoothly working units. And in the Navy's Third Fleet, that's the way it comes out. Readiness is the motto. Nothing is left to chance. Whether it's to challenge a foreign submarine off the California coast, visit the port of Juneau to help celebrate the city's 100th birthday, rescue a fish-

erman lost in a storm or support Operation Deep Freeze in the Antarctic, a ship or unit of the Third Fleet will be on the scene.

—Story by Joanne E. Dumene  
—Photos by PH2 Ed Lachapelle  
and PHAN Dan Stanley

## Operation Bell Buoy

In addition to his major mission of protecting the western sea approaches of the United States, Commander Third Fleet has many other important responsibilities. He supports scientific expeditions in Antarctica, provides ships for medical evacuations or for search and rescue missions, conducts salvage and towing operations and organizes and schedules ships' movements and port visits. An additional responsibility not highly visible in peacetime is coordinating Pacific-wide naval control of shipping. In this, the Naval Reserve plays a major role.

Under command of Captain Robert E. Burgess, a reservist who is an assistant chief of staff on ComThirdFt's staff, reservists are responsible for routing all allied commercial shipping in the Third and Seventh Fleets' Pacific areas during wartime.

To prepare for such an eventuality, reservists in peacetime ask questions such as "How could ocean traffic be continued in event of a war?" or "How could we safely move essential war materials from one friendly nation to another?" They then try to answer these questions through a series of exercises designed to ensure movement of strategic materials across the Pacific. During their drills, reservists in San Francisco are now developing a series of real life incidents to be practiced next spring in an exercise called "Bell Buoy." At that time, Naval Reservists and active duty Third Fleeters will get the chance to test their theories.

All Hands will be there to report on this essential Third Fleet exercise.

USS *Kiska* (AE 35) and USS *Badger* (FF 1071), two great ships of the Third Fleet *Ranger* Battle Group, in 1980.



# From Halsey to Present

By definition, a fleet is the Navy's largest organization of operating forces, comprising ships, aircraft, Marine forces and shore installations. In the U.S. Navy, four fleets stand ready to maintain control of sea areas, provide combat-ready forces to protect sea lines of commerce and project naval power. They are Second Fleet in the Atlantic, Sixth Fleet in the Mediterranean, Seventh Fleet in the western Pacific and Indian Ocean, and Third Fleet in the eastern and mid-Pacific.

Established March 15, 1943, the U.S. Third Fleet was a wartime fleet reorganized under Vice Admiral William F. Halsey, Commander South Pacific Force. On June 15, 1944, the

*Vice Adm. Edward C. Waller, Commander Third Fleet, and Cdr. Lee B. Cargill, Ranger's executive officer, watch MR3 Robert E. Livingston rebuild a fresh water pump.*





Third Fleet and South Pacific Force were separated and Halsey opened Third Fleet headquarters at Pearl Harbor.

On Oct. 17, 1945, after Admiral Halsey had taken his flagship USS *Missouri* (BB 63) into Tokyo Bay for the formal Japanese surrender, Third Fleet was designated a reserve fleet. Then Feb. 1, 1973, a merger of the First Fleet and the Anti-submarine Warfare Force Pacific staffs led to recommissioning of Third Fleet. Vice Admiral William T. Rapp broke his flag in USS *Ouellett* (DE 1077, now FF 1077), a proud ship of the present-day *Ranger* battle group.

Third Fleet territory stretches over 50 million square miles of Pacific Ocean, from the Arctic to Antarctic and from the west coast of North America to a line halfway between Midway Island and Japan. To patrol and defend that vast area, Commander Third Fleet, under the operational control of CinCPacFlt, has approximately 117 ships at his disposal on any given day. With those ships—plus approximately 150 aircraft and the 50,000 Navy people and Marines operating in the Third Fleet area of responsibility—ComThirdFlt is tasked with the following:

- Coordinate Pacific-wide anti-submarine warfare operations
- Coordinate Pacific-wide naval control of shipping
- Conduct fleet training
- Develop and improve Pacific Fleet tactics
- Organize and schedule ship movements and port visits
- Control naval operations in Antarctica
- Provide emergency search and rescue assistance

Commander Third Fleet is Vice Admiral Edward C. Waller, a 1949 Naval Academy graduate. He assumed command in September 1979 following a three-year tour as director, ASW and Ocean Surveillance Programs, Office of the Chief of Naval Operations.

*Cdr. Ron W. Martin (left) and Lt. Cmdr. James E. McDiarmid outside Third Fleet headquarters.*

# It's a Whale!

Commander Ronald W. Martin, ComThirdFlt air operations officer, says that "anti-submarine warfare is one of the most important operations the men, planes and ships of Third Fleet perform.

"Maintaining an alert force, being ready and, when required, reacting to foreign submarine operations is a 24-hour job—it never stops."

As primary ASW adviser for CinCPacFlt, Third Fleet maintains anti-submarine cognizance over the entire Pacific. During that constant, 24-hour watch, nothing is overlooked.

Recently, a ship transiting between San Diego and Pearl Harbor reported an "unidentified object." Could it be a submarine? All systems went into action. Contact was maintained and immediate effort was increased to positively identify the object. As they always do in such cases, ComThirdFlt environmentalists checked with Naval Ocean Systems Command. Later, their suspicions were confirmed by the unit in contact: "It's a whale."

"We run into situations like that all the time," said Martin. "However, it's an indication of our continuing awareness—and we're not about to let up. The Soviets now maintain certain levels of submarine activity in all of the oceans of the world. They're definitely masters in submarine operations. But we balance the threat with a counter-threat—and that's no secret."

The anti-submarine warfare operations of Third Fleet, calling upon a giant teamwork of airborne platforms, helicopters, ships and occasionally their own subs—plus other systems—patrol those same oceans. In what has become a challenging, frustrating and vital effort, Third Fleet has the responsibility of ensuring our Navy is aware of foreign submarine operations.

In the area of anti-submarine warfare, the forces which comprise Third Fleet are a fully operational organization—one that is, according to Martin, "doing a damn good job with the assets we have."





# 1980 Recruiters

Hard sell and bulldog approach are terms of the past in Navy recruiting. Today, self-esteem and psychological techniques are keystones of success, according to the Navy's top recruiters for 1980.

"I feel that because we have such good jobs to offer there's no need to approach recruiting from a standpoint of desperation," said Lieutenant Commander P. Gary Hobbs of Navy Recruiting District Atlanta, named the outstanding officer recruiter of the year.

Chief Fire Control Technician (Missiles) William J. Hallmark of NRD Pittsburgh, selected as the outstanding enlisted recruiter, agreed with Hobbs, adding, "It's as important for individuals to sell themselves to me as it is for me to sell the Navy to them."

Hobbs won top honors in competition with more than 260 other officer recruiters throughout the Navy. Hallmark won top enlisted recruiter honors competing in a field of about 3,800 enlisted recruiters.

Hobbs and Hallmark, along with 10 other winners from the Navy Recruiting Command's six recruiting areas (see box), were honored in Washington, D.C., in December. During their stay in Washington, they and their families met with then-Secretary of the Navy Edward Hidalgo and Vice Chief of Naval Operations Admiral J.D. Watkins. They were also honored by the local Navy League Council, the Non-Commissioned Officers Association and the Fleet Reserve Association.

In ceremonies conducted during their visit, Hobbs and Hallmark and

the other 10 recruiters received Navy Commendation Medals.

"Recruiting is definitely the place a hard worker can excel," said Hallmark, who is recruiter-in-charge of the two-man recruiting station in Wheeling, W. Va. "It's a great opportunity for an individual who wants to be recognized for the job he or she can do through personal achievement."

Each of the Navy's top recruiters agreed that in recruiting it's easy to see the fruits of your labor. Whether that labor means bringing the Navy's story to youth organizations, campuses, sporting events or to civic groups, the recruiters believe that exposing the civilian community to the many facets of the Navy is their most important role.

"We need to project the Navy as much as we can any place we can," said Hobbs. "We have to get the public

to realize what our Navy is all about, rather than have them think of us as just a war machine."

"I still run into people who ask me what I do in the Navy," said Lieutenant Robert E. Young of NRD Louisville. "When I tell them that right now I'm working in recruiting but that I'm a pilot, they say, 'Pilot? I thought the Air Force had all the airplanes.'"

From other parts of the United States winners echoed similar experiences. From the cities of the Northeast to the West Coast, there are people who know little about the Navy. The top recruiters of 1980 believe this audience needs to be educated.

The education process in recruiting incorporates many new techniques and strategies. The top recruiters say that salesmanship, an old technique with a new meaning today, encompasses selling personality as well as a product.

"I don't believe in bulldog per-



*Enlisted Recruiter of the Year, Chief Fire Control Technician (Missiles) William J. Hallmark of NRD Pittsburgh, receives congratulations from then-Secretary of the Navy Edward Hidalgo during a December visit to Washington, D.C. Lieutenant Commander P. Gary Hobbs, Officer Recruiter of the Year from NRD Atlanta, is at left.*

*—Photo by PH1 Don Sallee*



# of the Year

sistence in recruiting," said Chief Aviation Electrician's Mate Robert Dean, recruiter-in-charge of NRS Orange, Texas.

"If you run one guy off because you've been too persistent or tried too hard to sell the Navy, he might take 50 others along. You can't be a high pressure salesman in this job. The first thing you have to sell is yourself. Once you've done that and have been accepted as a Navy professional, then you've sold the Navy. But if you don't have that individual's respect, you aren't going to get anywhere."

But once a recruiter has earned the respect of an enlisted or officer candidate, the long process of testing and screening—known in recruiting jargon as "blueprinting"—begins.

Throughout the process of administering tests and finding the right field of training for a prospective candidate, both officer and enlisted recruiters agree that honesty is the foundation of success.

"You've got to be honest from the very beginning!" said Electronics Technician First Class Joseph D. Lanham, from NRS Belleville, Ill.

"You have to let people know there are going to be peaks and valleys in life no matter if they choose to join the Navy or not. That way, you're being completely honest with them. Then, it's up to the recruiter to explain how the peaks in the Navy far outweigh the valleys."

The peaks in the Navy that the recruiters said attract most enlisteds and officers include specialized training, travel, hands-on experience and valuable management experience for junior officers.

"If you have to twist a young fellow's brain around to convince him that the Navy is for him, you're not just hurting him or yourself as a recruiter, you're also doing an injustice to the Navy," said Hallmark.

The top recruiters believe that one of the most frequently used gauges to determine if a potential officer or enlisted is indeed a good prospect is to ask, "Do I want to serve with this person?"

"That's the single most important thing I look at when I'm recruiting," said Lieutenant H. Tom Trotter of NRD San Diego. "I have to want to serve with whomever I'm trying to recruit, because I damn well may have to serve with them at some point in my career."

Individual enthusiasm, a straightforward approach and pride in the Navy uniform are all qualities an individual must have to be an effective recruiter.

"A recruiter must believe in

himself," said Hallmark. "A recruiter must have a strong ego. I can't convince an individual that I am doing the right thing for him if I don't believe in what I'm doing."

"There's no formula for success in recruiting," said Young. "If there was a formula for success we'd all have it. In this job, you just have to look at what works. What works in one place might not work someplace else; you have to be willing to take what you think will work and try anything new to do your job better."

"What it boils down to," said Hobbs, "is that we have a darn good job to sell. But the people we're trying to sell that job to have got to sell themselves to us as well."

—Story by JO1 Lon Cabot

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## 1980 Recruiting Area Enlisted Recruiters of the Year

**AREA ONE**—Navy Counselor First Class Bernard W. Thomas, NRD New York

**AREA THREE**—Chief Navy Counselor Mateo E. Caymol, NRD Columbia, S.C.

**AREA FOUR**—Chief Fire Control Technician (Missiles) William J. Hallmark, NRD Pittsburgh (Enlisted Recruiter of the Year)

**AREA FIVE**—Electronics Technician First Class Joseph D. Lanham, NRD St. Louis

**AREA SEVEN**—Chief Aviation Electrician's Mate Robert W. Dean, NRD Houston

**AREA EIGHT**—Chief Navy Counselor William E. Moss, NRD Los Angeles

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## 1980 Recruiting Area Officer Recruiters of the Year

**AREA ONE**—Lieutenant Joseph D. Wilson, NRD New York

**AREA THREE**—Lieutenant Commander P. Gary Hobbs, NRD Atlanta (Officer Recruiter of the Year)

**AREA FOUR**—Lieutenant Robert E. Young, NRD Louisville

**AREA FIVE**—Lieutenant Joseph M. Braeckel, NRD Peoria, Ill.

**AREA SEVEN**—Lieutenant R. Michael Clemens, NRD Dallas

**AREA EIGHT**—Lieutenant H. Tom Trotter, NRD San Diego

**Best Overall Recruiting District**—NRD San Diego, commanded by Captain John "Jay" Gardella

**First Runner-up**—NRD Jacksonville, commanded by Commander Kenneth R. Simkins

**Second Runner-up**—NRD Columbia, S.C., commanded by Commander James C. Rodgers Jr.

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# Active Duty LDO/CWO Programs

## Your Path to a Commission

*If you're an enlisted person without a college degree and you want to be a naval officer, the active duty Limited Duty Officer and Commissioned Warrant Officer Programs are worth looking into. These two programs serve the Navy's requirements for officer technical managers and officer technical specialists.*

Established under the Officer Personnel Act of 1947, the LDO Program provides a path of advancement to commissioned officer status for outstanding enlisted and CWO personnel. Duty is limited to broad technical fields associated with previous rating groups or warrant designators. The LDO Program provides the Navy with officers in the grades of ensign (O-1) through commander (O-5) who perform in progressive technical management positions requiring an extensive technical background not attainable by normal development of other officer categories.

The role of the CWO remains primarily that of an officer technical specialist, qualified by performance and experience, who has the expertise and authority to direct the most difficult and exacting technical operations in a given occupational specialty. The CWO concept has provided the Navy this service for more than 200 years.

All LDOs and CWOs are officers of the line except for those designated for duty within the Supply Corps, Civil Engineer Corps and Physician's Assistant CWOs. As officers of the line, they may succeed to command in ships if qualified to perform all deck duties afloat. Ashore, any LDO or CWO with a designator appropriate to the activity's function may succeed to command or be assigned as officer-in-charge.

CWOs are technical officer specialists who perform duties:

- Requiring extensive knowledge of a specific occupational field.

- Technically oriented (through experience/functional training).

- Repetitive in nature.
- Not significantly affected by advancement in rank and therefore amenable to successive tours of duty.

LDOs are technically oriented officers who perform duties:

- Limited to specific occupational fields.
- That require authority and responsibility greater than that normally expected of a CWO.
- That require strong managerial skills.
- Outside a normal development pattern for unrestricted line or restricted line officers.

This coming September, the Annual In-service Procurement Board will select future LDOs and CWOs from among many outstanding senior enlisted people. Opportunity for selection to LDO and CWO status will be approximately 15 percent and 40 percent, respectively.

Competition in both of these programs is extremely high. In FY 81, 21 percent of the CWOs applying for LDO (lieutenant junior grade) were selected; 12 percent of the LDO ensign applicants were selected and 36 percent of the CWO applicants were selected. Interested people should prepare themselves early (E-4 is not too early) in their careers for selection.

Beginning with the September 1981 board, minor eligibility requirement changes to the LDO Program and significant eligibility requirement changes to the CWO Program will be



implemented. These changes include:

- Time-in-rate date vice date of rank for pay purposes will be used to compute eligibility in the LDO and CWO Programs.

- A waiver of the minimum time-in-service requirements will be granted for individuals possessing prior military service. Prior service with the Army, Air Force, National Guard, Coast Guard and Marine Corps may be credited to meet the minimal service requirement for both programs when it can clearly be demonstrated by the applicant that service in another branch of service provided training and expertise that directly related to and closely parallels the needs and requirements of the naval service. The commanding officer's endorsement shall attest to such qualifications.

- Reduction of CWO temporary promotion flow points from four to three years, with early selection possible for each grade at the two-year point.

- Expansion of the maximum eligibility window for CWO selection from 20 to 40 years.

- E-9s with two years in grade and successively competing with E-7/8 candidates for CWO selection will be appointed as CWO3 vice CWO2.

#### **Eligibility Requirements and Appointment Criteria for the Active Duty LDO Program**

General requirements:

- Be a U.S. citizen.
- Be serving on active duty in the Regular Navy or Naval Reserve (including the TAR Program) at the time of appli-

cation and, if selected, must remain on active duty until the appointment is tendered.

- Enlisted people in the TAR Program who are selected for appointment to LDO will have their TAR designation administratively removed before appointment.

- Be physically qualified for appointment as an LDO in accordance with the physical standards outlined in the *Manual of the Medical Department*. Applicants who fail to meet the minimum physical standards for appointment may be appointed upon recommendation of the Chief, Bureau of Medicine and Surgery and waiver of the standard(s) by the Commander, Naval Military Personnel Command. Defective color perception is disqualifying for appointing in designators 611x/621x, 612x/622x, 616x/626x, 636x, 639x and 648x, and waivers cannot be granted.

- Be a high school graduate or possess a service-accepted equivalent as prescribed in CNETINST 1560.3.

- Have no record of convictions by general, special or summary courts-martial nor conviction by civil court for any offense other than minor traffic violations for two years preceding Jan. 16 of the year of application.

- Be recommended by the commanding officer.

#### **Commissioned Warrant Officer Eligibility**

In addition to the requirements specified above, CWO applicants for the LDO Program must also meet the following requirements:

- Be a CWO (permanent or temporary) on April 2 of the year of application and have received an initial appointment

#### **Application Deadline**

Applications for active duty LDO from E-7 and E-8 personnel must be submitted by April 1, 1981.

Applications for active duty LDO from E-6 personnel must be submitted by May 16, 1981.

Applications for active duty CWO from E-7, E-8 and E-9 personnel must be submitted by April 1, 1981.

NMPC NOTE 1120 dated Dec. 1, 1980 gives full details and guidelines for submitting applications for the active duty LDO and Chief Warrant Officer Programs. Your career counselor or administrative officer can get a copy for you.

**Applications.** Experience has shown that close attention to detail is required by individual applicants. Since applications are reviewed by selection boards on a comparative basis, they must be complete, concise and accurate in every detail. You must be critical in the quality control of your application—no typos, erasures are to be neat and submit only the original enclosures, when possible, vice photocopies. Take advantage of the opportunity to per-

sonally project yourself in commenting on why you want to be an officer in a brief, concise manner. Choose your theme and words carefully. Don't highlight your career history. Your statement should convey your inner feelings and motivations. Be sincere and grammatically correct. It cannot be emphasized enough that your application must be neat and accurate in every detail.



# Active Duty LDO/CWO Programs

to CWO subsequent to 1964.

- Have completed at least two years service as a CWO computed to April 2 of the year of application. Such service shall be computed from the date of rank for appointment to the grade of CWO2.

## Enlisted Eligibility

In addition to the general requirements specified above, enlisted applicants for the LDO Program must also meet the following requirements:

- Be a petty officer first class (E-6) or chief petty officer (E-7) on Jan. 16 of the year of application. A petty officer first class must have served in that paygrade for at least one year as of Jan. 16 of the year of application. Such service shall be computed from the time-in-rate date for advancement to petty officer first class.

- Must have completed at least eight but not more than 16 years active naval service, (day-for-day service) exclusive of active duty for training in the Naval, Marine Corps or Coast Guard Reserve on Jan. 16 of the year of application. Computation of active naval service includes service in the Marine Corps and Coast Guard, when operating as part of the Navy, but does not include constructive time.

- Petty officer first class applicants must complete the personnel advancement requirement required for the next higher rate, and must successfully compete in the annual Navy-wide examination for advancement to chief petty officer administered in January of the year in which application is made. A candidate whose final multiple is equal to or greater than the lowest final multiple for PASS SELBD ELIG in his/her respective rate will be designated LDO SELEBD ELIG. Only these members will be considered by the In-service Procurement Board. A petty officer first class is exempt from these requirements when authorization has been received by the commanding officer that he/she is a selectee for chief petty officer or that advancement to chief petty officer has been authorized.

- The appointments of successful LDO applicants are subject to the condition that the appointee is found physically qualified in accordance with the *Manual of the Medical Department* and meets the current weight control standards. Appointments to LDO will be made in the following grades:

- Appointment of each selected CWO will be to the temporary grade of lieutenant junior grade in the Regular Navy or Naval Reserve without benefit of constructive credit for prior warrant or commissioned service for appointment to a higher grade.

- The appointment of each selected enlisted applicant will be in the temporary grade of ensign in the Regular Navy or Naval Reserve.

- Each selectee must agree to remain on active duty for a period of *three* years from the date of acceptance of appointment.

## Eligibility Requirements for the Active Duty Commissioned Warrant Officer Program

General requirements:

- Be a U.S. citizen.

- Be serving as a chief petty officer for pay purposes (E-7 through E-9) on active duty in the Regular Navy or Naval Reserve (including TAR) at the time of application and, if selected, must remain on active duty until the appointment is tendered.

- Enlisted people in the TAR Program who are selected for appointment to CWO will have their TAR designation administratively removed before appointment.

- Be physically qualified for appointment as a CWO in accordance with the physical standards outlined in the *Manual of the Medical Department*. Applicants who fail to meet the minimum physical standards for appointment may be appointed upon recommendation of the Chief, Bureau of Medicine and Surgery and waiver of the standard(s) by the Commander, Naval Military Personnel Command. Defective color perception is disqualifying for appointment in designators 711x/721x, 712x/722x, 716x/726x, 717x/727x, 739x and 748x, and waivers cannot be granted.

- Have completed at least 12 but not more than 24 years of active naval service (day-for-day service), exclusive of active duty for training in the Naval, Marine Corps and Coast Guard Reserve, on Jan. 16 of the year of application. Constructive time may not be used for this computation.

- Be a high school graduate or possess a service-accepted equivalent as prescribed in CNETINST 1560.3.

- Have no record of conviction by general, special or summary courts-martial nor conviction by civil court for any offense other than minor traffic violations for two years preceding Jan. 16 of the year of application.

- Be recommended by the commanding officer.

- The appointments of successful CWO applicants are subject to the condition that the appointee is found physically qualified in accordance with the *Manual of the Medical Department* and meets the current weight control standards.

- Appointment of E-7 and E-8 selectees will be to the permanent grade of CWO2. Appointment of E-9 selectees will be to the permanent grade of CWO3. People in paygrade E-9 must have completed at least two years of active duty in paygrade E-9 on Jan. 16 of the year of application in order to be considered for appointment to CWO3. Such service shall be computed for time-in-rate date for advancement to E-9. Appointees shall be honorably discharged from their enlisted status for the convenience of the government to accept permanent appointment to an officer grade as prescribed by BUPERSMAN 1020180.

- Each selectee must agree to remain on active duty for a period of *three* years from the date of acceptance of appointment.



# Bearings

## A Helping Hand

Sailors aboard two frigates demonstrated the seafaring tradition of "lending a helping hand" to two South Pacific island-communities through a rescue at sea and Project Handclasp relief to hurricane victims.

USS *Cook* (FF 1083), with Commander Destroyer Squadron Five embarked, and USS *O'Callahan* (FF 1051), both on the final leg of their extended Western Pacific deployment, visited Suva, Fiji, as part of a Navy goodwill cruise to South Pacific ports.

The two San Diego-based frigates provided the local government and American Red Cross with 2,000 pounds of Project Handclasp material, including medical supplies, agricultural seeds and clothing. They also unloaded an additional \$1,000 worth of building

supplies, including lumber, saws, hammers and nails to help rebuild the buildings damaged in a recent hurricane.

While in port, the American sailors donated blood to the Red Cross whose stock had been depleted in the storm's aftermath.

Both ships departed for Pago Pago, American Samoa, the morning of June 20. About two-thirds of the way to Samoa, they received a Mayday signal from the Taiwanese fishing vessel Hung Cheng saying that it had hit a submerged object and was taking on water. The vessel also reported its last known position.

*Cook* and *O'Callahan* proceeded to the most probable position of the sinking vessel. Upon arriving, Commander Destroyer Squadron Five assumed duties as the on-scene sea and air

rescue commander and employed available air and surface assets for a thorough search of the area. Fourteen fishermen, clinging to makeshift rafts, life rings and inflated cushions, were brought aboard for medical attention. Air units of the Air Force and Coast Guard aided the two Navy frigates and the U.S. Coast Guard craft *Mataala* in spotting the survivors. Of the remaining two crewmen, one was reported drowned and the other was unaccounted for when the search was abandoned.

Commander Seventh Fleet lauded all units involved saying, "Bravo Zulu—Your quick response to fellow seamen in need of assistance is a humanitarian deed worthy of praise and recognition. Your actions were in keeping with the ageless traditions of seafarers."

—By Lt. David Hamel

## Floating Flea Market

A series of unique flea market-type sales, held aboard the USS *Dwight D. Eisenhower* (CVN 69), raised more than \$200,000 for the ship's Welfare and Recreation Fund.

During an eight-month cruise in the Indian Ocean, *Ike's* innovative Sales Division (S-3) sponsored unusual sales, such as the "Opal Bazaar," at which more than \$7,000 worth of Australian opals were sold at bargain prices. At a "Damaged Equipment Sale," sailors were able to purchase slightly-damaged merchandise at lower-than-cost prices.

The largest and most profitable of the sales was held on the ship's mess decks. The "Homeward Bound Sale" was a flea market which grossed more than \$50,000 in just five hours. Merchandise included cameras, stereos, cassette tapes, jewelry, crystal and figurines. All were sold at cost or lower-than-cost prices.

The \$200,000 netted from the sales will be used to purchase sports equipment, games and library books for the *Eisenhower*.



*Ships Serviceman Second Class Rob Collins (second from right), manager of Ike's exchange facility, shows a piece of jewelry to one of the 3,000 Ike crew members who shopped at the "Homeward Bound Sale" held aboard the USS Dwight D. Eisenhower (CVN 69).—Photo by PH3 Charlie Youmans.*



# Bearings

## Foreign Exchange

Two young officers stood the mid-watch on the bridge of the fleet frigate USS *Edward McDonnell* (FF 1043). Peering into the Mediterranean night, they searched for contacts. They spoke softly, discussing their watch. It seemed like an ordinary watch except that the two men spoke German.

Ensign Herry Grove and Ensign Jorg Lotz are members of the Federal German Navy and part of the Foreign Exchange Program in which the U.S. Navy participates along with other NATO countries. Both officers are enthusiastic about their time spent aboard the "*Eddy Mac*" during their recent cruise.

"I have had many good times on the *McDonnell*," said Grove, 21, of

Hanover, West Germany. "I enjoyed talking with Americans, learning how they think and how they drive a ship. It is interesting to see how the U.S. Navy operates and compares with other countries in NATO."

Lotz, 21, of Cologne, West Germany, feels the same. "The exchange program is good. I have learned so much about America. The officers tell us about their hometowns, friends and family. The wardroom has been very good to us."

Both officers are still attending the University of the German Armed Forces in Hamburg, West Germany. Grove is specializing in economics and Lotz is studying for a degree in education. Both, however, have joined the navy for a 12-year term and plan on making it a career.

Commander Frank Zmorzenski, commanding officer of the *McDonnell*, believes the exchange has been a good experience for everyone. "It has been interesting to observe the effects on the wardroom and vice versa," he said. "There has been an excellent exchange of ideas and cultures." He described the two officers as "eager to learn and an absolute delight to have on board."

Grove came in particularly handy during a visit to Cartagena, Spain. He had lived in Guatemala for several years, speaks fluent Spanish, and became the "official" wardroom translator.

As their time on board came to an end, the two young Germans said they were sorry to have to leave the *Edward McDonnell*. But by this time, they had visited several ports in Italy, Spain and Tunisia, as well as spent several weeks under way during Sixth Fleet operations.

By Ensign Daniel Meyer

*Ensign Herry Grove (left) and Ensign Jorg Lotz work together at the plotting table on the bridge of the McDonnell. Both were assigned to the McDonnell in the Foreign Exchange Program between the U.S. and West German navies.*  
—Photo by PH1 Douglas Tesner.





## Up, Up and Away

An F-4 *Phantom* from Attack Squadron 85 (VA-85), Cecil Field, Jacksonville, Fla., made the 100,000th catapult launch from Catapult One of USS *Forrestal* (CV 59). Lieutenant Tom Mason was the pilot; Captain C.E. Armstrong, the carrier's commanding officer, was the catapult officer.

"The biggest thrill was seeing the plane fly away," Armstrong said. "It was really an honor."

According to the regular catapult officer, Lieutenant Commander David Hastings, the number one catapult, first used in 1955, averages 4,000 shots a year. The catapult is steam-pressured to 560 pounds per square inch, including a 253-foot power stroke. It is capable of accelerating a 50,000-pound *Phantom* from 0 to 165 knots in 1.2 seconds. This averages to nearly 1



million horsepower.

In 25 years of service, *Forrestal* has recorded more than 264,500 launches.

*Capt. C.E. Armstrong acts as catapult officer for 100,000th launch from Forrestal's Catapult One.—Photo by PH3 Frank Ily.*

## Vince Leads Her Class

Seaman Apprentice Donna A. Vince of the U.S. Coast Guard became the first woman graduate of the Navy's basic sonar technician (STG) curriculum Oct. 31 at the Fleet Anti-Submarine Warfare Training Center, San Diego. Vince was graduated from STG "A" School with a grade point average of 95.2.

Captain J.R. Beatty, commanding officer of the Anti-Submarine Warfare Training Center, presented a graduation certificate to Vince honoring her as class honoree. About 10 students a year out of about 850 score a grade point average of 95 or above in the sonar technician curriculum.

Vince is now attending Basic Electricity and Electronics School in San Diego and will return to the Fleet Anti-Submarine Warfare Training Center

for specialized sonar operator and maintenance training following graduation.

## Twenty on Tripoli

Concern for individuals, reenlistment incentive programs and constant contact with detailers played key roles in producing 20 reenlistments aboard the amphibious assault ship USS *Tripoli* (LPH 10) in October.

*Tripoli* crewmen reenlisted for a total of 97 years during ceremonies conducted by Captain C.H. Haines, commanding officer of the San Diego-based ship.

"Retention aboard *Tripoli* has become a command effort enthusiastically pursued by everyone," said *Tripoli*'s Chief Navy Career Counselor Calvin Lambert.

Reenlisted were Boiler Technician First Class Donald Schuler, Ship's Serviceman Second Class John Schroder,

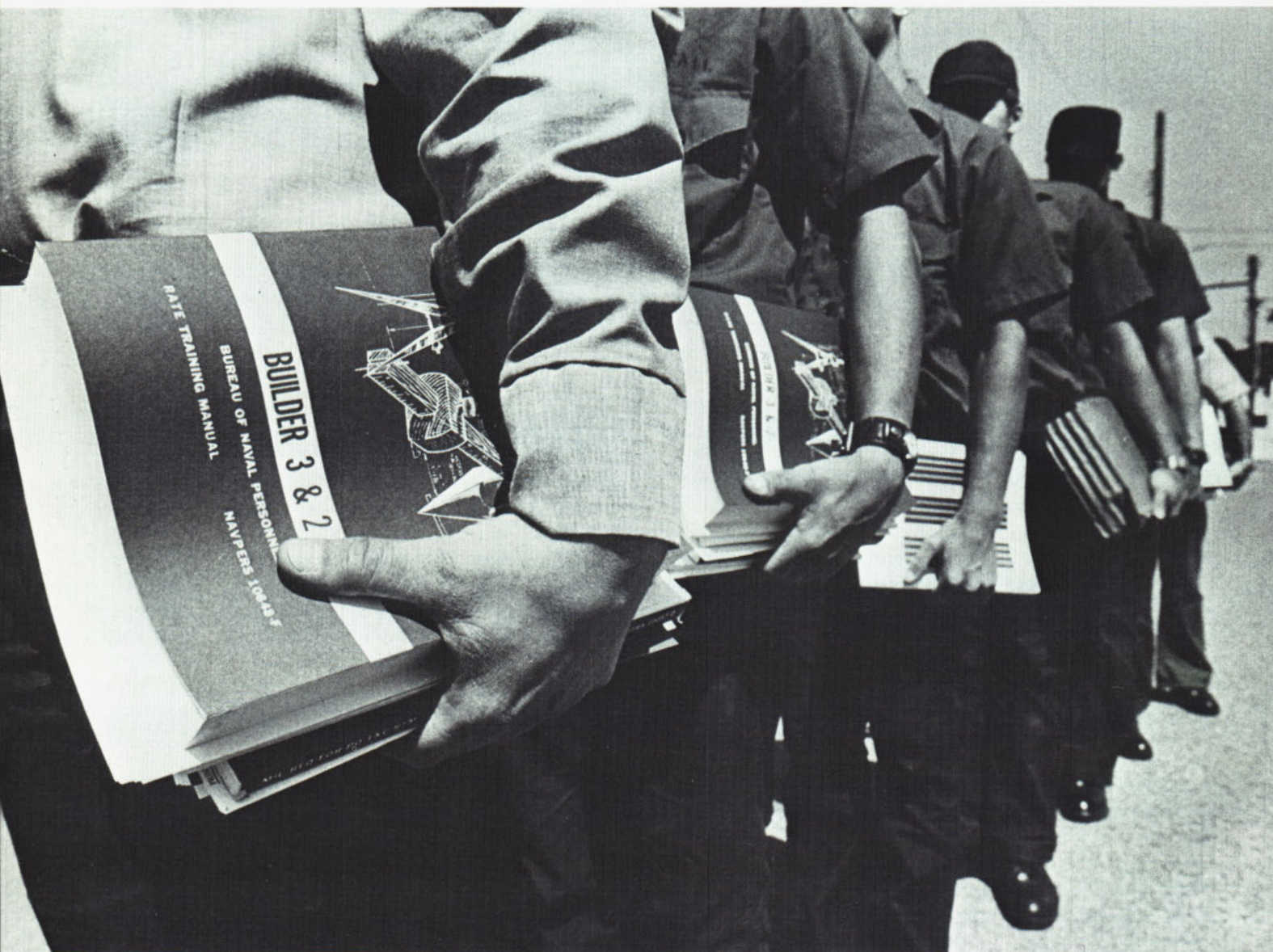
Chief Signalman Albert Harris, Ship's Serviceman Third Class Larry Tatum, Disbursing Clerk First Class Romeo Cabanban, Fire Control Technician (Missile Fire Control) Second Class Timothy Hestand, Mess Management Specialist Third Class Simon Perlas, Aviation Storekeeper Third Class Daniel Overby, Operations Specialist Second Class Terry Bjorkland, Personnelman Second Class Garry Woodward, Data Processing Technician First Class Henry Alipusan, Radioman Second Class James Pope Jr., Ship's Serviceman Second Class Antonio Lagar, Electronics Technician Second Class William Berger, Gunner's Mate (Guns) Third Class Michael Cline, Fire Control Technician (Missile Fire Control) Third Class Donald Fuller, Signalman Second Class Joseph Boyle, Aviation Boatswain's Mate (Fuels) Third Class Josh Bryant, Chief Aviation Structural Mechanic (Structures) Pablito Frigilana and Signalman Second Class Timothy Tenley.



Construction Team

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# Seabees Build Confidence







"This course is NOT designed to teach you to be a professional," said Builder First Class Ken Reber, stressing the "not" to students of Class No. 13. He waited for a moment, letting that sink in. "It's designed to teach you the basics."

This was Day One of Builder "A" School and class counselor Reber had a captive audience. Most of these faces were new to Port Hueneme and the Naval Construction Training Center. They were young faces that were eager, if somewhat apprehensive. But that was OK; Reber wasn't here to win a popularity contest. He was here to help make Seabees out of them.

That was a tall order, because they'd barely reached the embryo stage. For various reasons, these sailors had decided to become Seabees. Waiting lines were long for places in the Navy's construction arm; the fact that these people were here at all made them special. The students knew this. They also knew that their success might depend on how well they listened today.

Construction Apprentice Monte Edwards, a soft-spoken member of the group, listened attentively. His short hair and slender frame made him look more youthful than he really was. Like most of the students, he'd come from somewhere else: born in Kansas and reared in New Mexico.

Maybe some of his classmates were wondering what they were doing here,

but Monte knew exactly what he was here for.

An education.

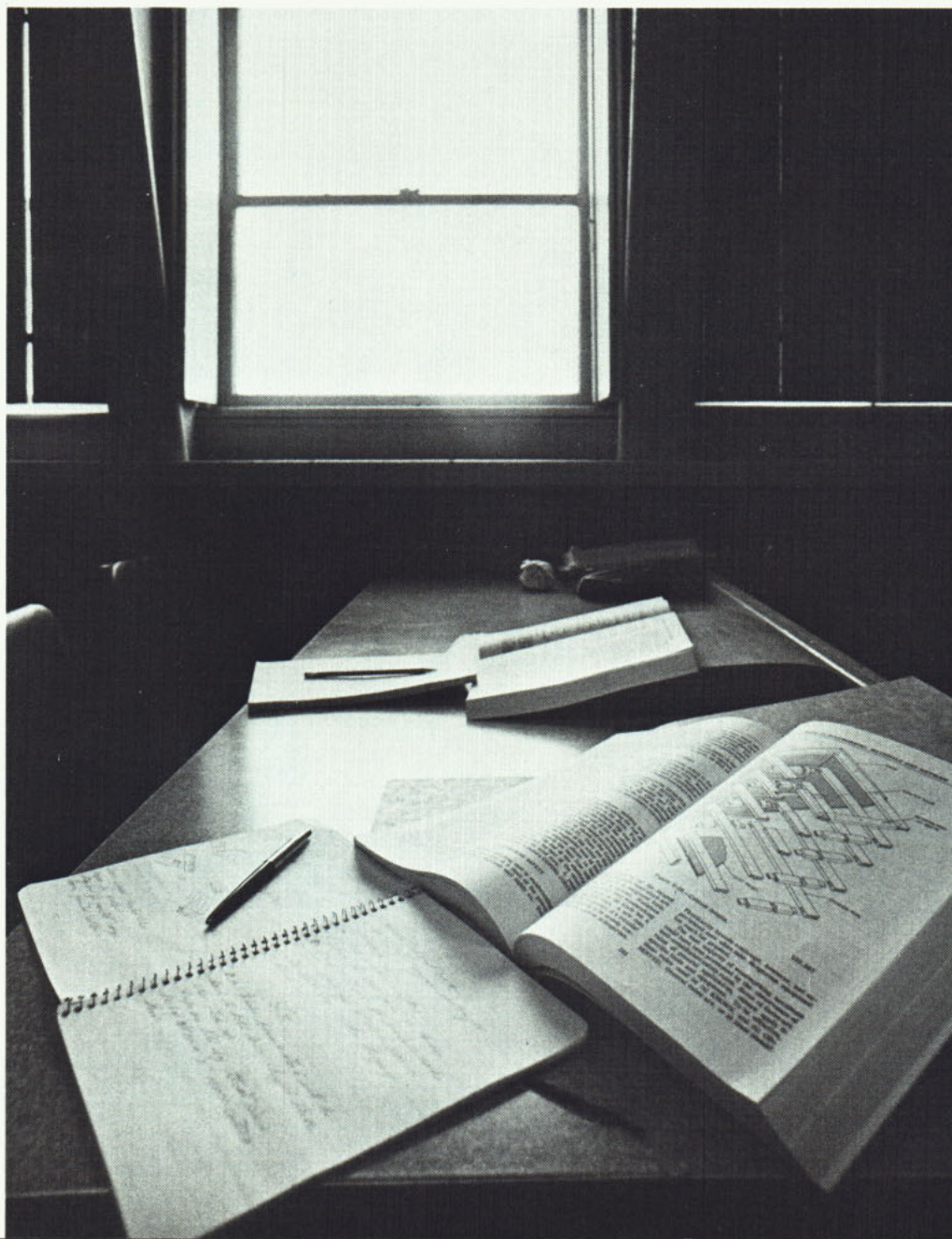
He was determined to pay his own way in this world. His parents were already helping Monte's sister and brother through college. He wanted a degree, too. But Monte didn't want his parents to bear the financial burden of sending three children through college at the same time.

The Navy would educate him.

Petty Officer Reber paced back and forth, continuing his tight, well-rehearsed monologue. He told them

what his function as counselor was, what time to assemble in the morning, what uniform to wear and how to wear it during the 43-day course, what kind of equipment they'd learn how to operate, the order and variety of classes, and what they'd be called on to demonstrate before graduation in terms of personal skill.

The following afternoon, the learning process took hold. A high-pitched whine filled the air as steel blades from electric saws bit into pieces of pine wood. Whining mingled with the crunching and scraping sounds of hand



*Left: Those who aspire to being a Seabee must be well-armed with knowledge of the construction trades. Top: Builder First Class Ken Reber checks masonry work of his students. Right: Hard work during the day is followed by sometimes more difficult study at night.*



# Construction Team

saws. Class No. 13 was in its first hands-on phase of builder school: woodworking shop. Wearing safety visors, the students resembled strange space travelers in a 1950 science-fiction movie.

As Monte looked over a piece of pine showing various types of cuts, other team members measured, marked, cut and chiseled their way toward construction of sawhorses. Later, they would put these pieces of handiwork to use during the interior finishing segment of the course.

"There's more math than I expected," Monte said, studying the blueprint in front of him. He learned new ways to measure angles, ways he'd never been taught in high school woodshop.

And he also learned much about

safety. Another student on his team had worked on civilian construction sites. But he'd never realized how many safety procedures were being violated by the contractors. Now he knew that some of those violations could have caused death or injury.

As for Monte, he thought about his father's woodworking shop at home; he had some safety tips for dad. Work continued through the harsh whine of electric blades until the woodworking shop ended.

One week later, the students were out of the woodshop and into the sunshine, building small frame structures—quite a leap from sawhorses. Hammers, handsaws and hardhats replaced the safety visors of woodshop. New tools came into use, like a two-foot level. As the students attached

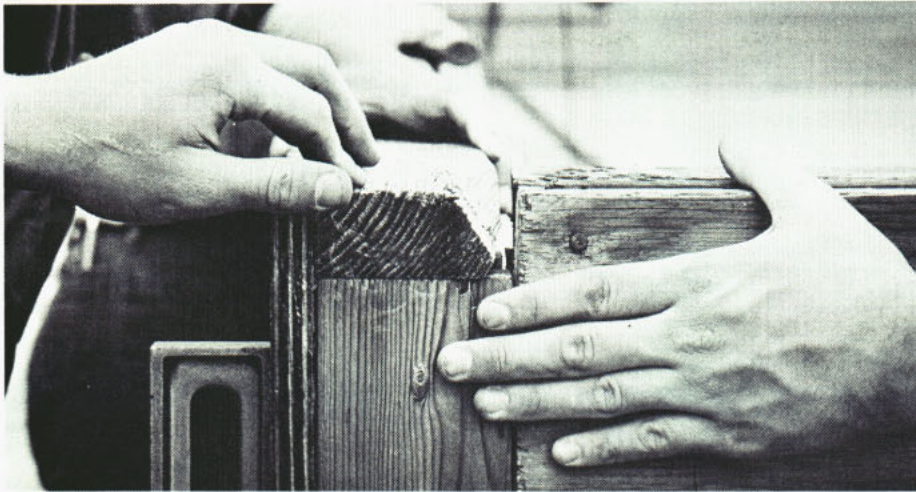
fireblocks to wall supports, they argued and discussed and changed their work.

Whether or not they had noticed, something had happened by the end of two weeks. The party manners were gone, and majority rule decided where the fireblocks would go. Three persons—not just one—now worked on sawing a huge piece of lumber. Two persons measured and checked positions for braces. For better or worse, and not just in name, they were becoming a team.

Every day, the class moved closer toward its goal of becoming full-fledged Seabees. The instructor stayed within earshot, but was no longer needed to guide their every move. His function appeared to be increasingly that of an adviser.







*Opposite page: Raising structural forms during woodworking shop. Left: This pair of hands made up from two different persons symbolizes a key element in construction—teamwork. Below: Construction Apprentice Eileen O'Day puts a smooth finish on fresh concrete placement.*

Time passed and knowledge accumulated: third week, interior finishing; fourth week, concrete placement; fifth week, masonry. Today's assignment: how to plumb, level and square a wall.

Monte was kept busy, but stayed in good spirits. By now, he'd learned about his future duty station—Adak—and was happy with it. After "A" school would come two weeks leave, then a month of helping out the recruiters back home. Then, north to Alaska.

School certainly wasn't over yet, but it was getting there. Although the students had yet to don the traditional green uniform of the Seabee, Monte felt that his class had already developed a certain "esprit de corps." Nothing that approached bravado, or a hot-air "we are the best" kind of cliché; it was more like a silent, contagious feeling of sincerity.

And it was a good feeling to experience in these days when so much is heard about how the armed forces don't quite measure up to today's challenges.

Maybe we shouldn't worry so much.

Monte considered the instructors at Port Hueneme and their wealth of Navy building experience. He knew his confidence in their practical experience and theoretical knowledge was well-placed. These are men who know what they're talking about.

A fortunate circumstance when it comes to the making of a Seabee.

—Story by JO3 Marc Stackhouse

—Photos by PHI David Fraker





# USS Saratoga

## A Carrier's New Lease on Life

You might have heard that it was sunk by an atomic bomb.

That's what happened to the USS *Saratoga*—(CV 3). After winning seven battle stars in World War II, the carrier became a target for nuclear-style duckshooting during "Operation Crossroads" at Bikini Atoll in 1946.

According to the Dictionary of American Naval Fighting Ships, *Saratoga* was "mortally wounded by . . . an underwater blast which was detonated under a landing craft 500 yards from the carrier. Salvage efforts were prevented by radioactivity and 7½ hours after the blast, with her funnel collapsed across her deck, *Saratoga* slipped beneath the surface of the lagoon."

Its successor fared much better.

Ten years later, USS *Saratoga* (CV 60) was commissioned, and after 24 years of service to the fleet, "*Sara*" has been targeted again—this time for renewal instead of destruction—at the Philadelphia Naval Shipyard. It's one of the aircraft carriers slated to take part in the Navy's Service Life Extension Program.

*Saratoga* is not new to Philadelphia—it spent 11 months in an overhaul which ended in early 1971. But the present stay will be much longer and

the modification will be more extensive. By the time the shipyard is finished, *Saratoga's* radar, communications equipment, defensive systems, aircraft handling hardware and berthing/engineering spaces will be improved. The work will take an estimated 28 months.

That's why the carrier's families came along. A 2½-year change in home port is a bit drastic—even for Navy people. When *Sara* pulled out of Mayport, Fla., it took 300 dependents, most of the crew's household goods, a variety of cats and dogs and about 400 automobiles. Once the carrier got pier-side at the yard, "Operation Scoop" would get under way. This phase of SLEP would involve the removal of all portable equipment and would include offloading of all personal belongings.

SLEP puts a \$526 million price tag on the carrier's overhaul; in return, the 1,000-foot carrier is getting a 15-year extension on its original 30-year life expectancy. So the sea service odyssey, begun in 1956, theoretically continues until 2001.

*Saratoga's* sister ships—*Forrestal*, *Independence* and *Ranger*—will get the same treatment during this decade.

Moving up the Delaware River on the last day of September, the

78,000-ton carrier meant a significant shot in the arm for Philadelphia's economy.

But as CV 60 pushed slowly toward its berth, the City of Brotherly Love made it clear that money wasn't the only concern. Philadelphia showed a genuine warmth for the Navy and its sailors. Something besides money had to be responsible for the thousands of citizens who lined the banks on an overcast day to watch the carrier pass, its flight deck sporting cars, trucks and vans instead of airplanes and helicopters.

Two fireboats trailed the ship, spouting into the air 6,000 gallons of water per minute through powerful nozzles. A 4-by-24-foot banner hung from Commodore Barry Bridge. As *Sara* passed under, the message—written in bright red paint—jumped out from the sky's lead-gray background: "Welcome, USS *Saratoga*." Alongside it fluttered an American flag.

Hmmm. . . Commodore Barry Bridge. John Barry, one of America's

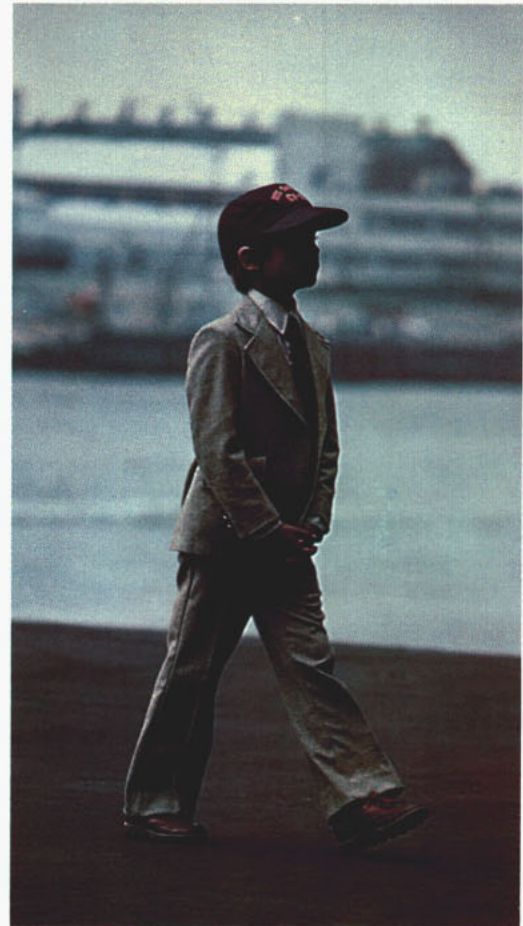
*Saratoga crew members man the rail as the ship pulls into Pier 4 at the Philadelphia Naval Shipyard.*







# USS Saratoga





first ship captains during the Revolution, became known in his own lifetime as the "Father of the Navy." And what does the city say about itself? Oh yes—Philadelphia: Birthplace of the American Navy.

Plain and simple, the message from the bridge made uncommonly appropriate sense.

Keeping a half-mile distance for reasons of safety, a fleet of small boats clustered about the flattop like chicks around their mother. Some kept pace with difficulty; what was a slow breast-stroke for *Saratoga* became a top-speed run for the accompanying smaller motorboats. As they stayed with the carrier, a burst of balloons swept over the flight deck and its superstructure, giving the lead-colored sky a minute or two of brightness before fading from sight.

Port and starboard saluting guns, painted red/white/blue in barber-pole fashion, roared at intervals with big clouds of smoke from their muzzles

and SH-3 *Sea King* helicopters circled overhead.

Other choppers landed on deck. One of them—shiniest of the bunch—carried the then-vice president of the United States. As Walter F. Mondale

walked across the flight deck, media folk flocked around him. It was only natural; here was the man who was only a heartbeat from being the president. Mondale waved to sailors, dependents, kids, dogs and cats that



crowded the rails on *Sara's* "island." Then he took a short elevator ride to the hangar deck, along with Mayor William Green and other local officials.

Up on the island, Data Systems Technician Second Class Terry Oliver marveled at the mass of people on shore.

"This is really great," he said. "We're gettin' a better reception here than when we came back from our Med cruise." *Saratoga* had been back from the Mediterranean only six weeks when it was ordered to Philly for SLEP. A key element of Task Force 60, it had been deployed for six months. With more than 15,000 men, TF 60 was the largest unit of the Sixth Fleet.

"I was proud of the way we acted in the Med," continued Oliver, as he

*The USS Saratoga slips down the Delaware River to its berth at the shipyard. Pierside, citizens and relatives greet the ship with enthusiasm.*



# USS Saratoga





watched a group of local Sea Cadets lined up on the flightdeck prepare to leave the ship. They had boarded the carrier in Mayport for a two-day cruise. "Out there, in the Med, it was plain that everyone knew what he was doing. Flight ops every day, not knowing what to expect, we stuck to our jobs and did them right." Down below, Vice President Mondale addressed the audience on the value of a strong Navy.

"But this ship needs a lot of help," Oliver finished, "and it's hard to say at this point what SLEP is gonna do. Everyone seems to think it'll last for an extra 15 years—I hope they're right."

On the hangar deck, speeches continued as cameras flashed. On the elevator next to the hangar deck, Mrs. Larry Sorrell pointed out a fireboat to young Christopher Muller, who was having trouble seeing past the visor of his *Saratoga* cap.

Mrs. Sorrell, whose husband is with the carrier's engineering department, said, "I'm excited about the move to Philadelphia. I've lived in the country most of my life. To live in a big city means a chance to take advantage of cultural and educational opportunities that I wouldn't have in smaller towns or rural areas." Christopher's hat fell off. "I'm going back to school and pick up my master's degree."

Walter F. Mondale picked out several hands to shake from a forest of palms, and tried to remain undamaged by the surge of the press. He left *Sara* in the same big, green, shiny helo that he had come in on. A short time later, several tugs nudged the carrier into its berth at Pier 4 in the shipyard.

For industrial reasons, the crowd had to gather at Pier 2, but it was jam-packed all the same. A high school band blew its collective lungs out, playing "Anchors Aweigh" and other less predictable nautical and military favorites. It was led by a zealous youth in

cowboy hat and glasses whose gestures and expressions were straight from the Leonard Bernstein school of conducting. An enthusiastic team of flag twirlers danced with semi-precision but absolute vigor. Their white sequined costumes glittered in the sun. They twirled huge squares of yellow and black cloth which seemed to encircle each smiling girl like shimmering, rhythmic versions of butterfly cocoons.

Not far away, Sea Cadets in new uniforms had stood in formation during *Sara's* docking. Now they prepared to move away in snappy marching columns. People gathered at the gate where sailors would soon exit. Elsewhere on the pier, Captain Ray Pierce, skipper of the yard, circulated among the crowd and answered questions concerning the big carrier's modification.

At length, the high school band marched off; the flag twirlers waved and blew kisses to the sailors who lined *Saratoga's* flight deck.

Beneath a tented area on the pier, Pierce and Captain James Flatley III—*Sara's* CO—settled down to a news conference with the local media. Relatives and friends of crew members

did not attend; they waited at the gate instead.

Some who waited had no one to meet; 16-year-old Kelly Hall and her mother were there "just to see the *Saratoga* come in." Two veterans waited near the back of the crowd, reliving memories of other ships.

Monica Watson stood close by the gate. She waited for her brother, Joseph, an electronics technician. In company with her mother and another brother, Monica clutched a poster: "Welcome Home, J.C. Watson." The family hadn't seen him since Christmas, which readily explained why they kept craning their necks into the air every 30 seconds, hoping to catch a glimpse of J.C.

Young Christopher Watson was sure he remembered what his older brother looked like: "He looks a lot like me, except he's bigger."

Some time ago, Flatley had discussed an important point of his ship and crew's 28-month stay in Philly. He said that "a sailor's time in a shipyard is difficult, because the very act of pulling apart a ship puts sailors in an entirely different environment than the one they're used to—the one they anticipated after joining the Navy. Therefore, the community's support—both past and future—will do much for the morale of my crew."

His crew's morale looked pretty good in the late afternoon as the first group of sailors came through the gate.

In the background to the happy scene of reunion, USS *Saratoga* rested. It would become a fixture in that shipyard for many months, along with its crew. If the first day in port was any indication of things to come, then the Navy's stay in Philadelphia would indeed be a pleasant one.

Back on the Commodore Barry Bridge, people drove across the expansive Delaware River. Inside their cars and trucks and vans, they tuned in to the radio, waiting to hear the latest news about *Sara*.

—Story by JO2 P.M. Callaghan

—Photos by PH2 Bob Hamilton and JO2 Callaghan



Opposite top: Invited guests and members of the press enjoy the Delaware River cruise aboard *Saratoga*; bottom: Young supporters show their "Saratoga spirit." Right: A young citizen greets *Saratoga* with open arms.



# Monitoring Operations

Leaning against the vending machine, the burly senior chief petty officer chuckled as he read the sign, "Please Do Not Attack Me!"

"Take a look at this," he said to another chief who was inspecting a large pool table in the middle of the barracks lounge. The chief grinned as he read the sign. "It's good to see that management has a sense of humor," he said.

Elsewhere in the sprawling quarters complex, the names of ships emblazoned on plaques covering the wall to the side of a pedestaled replica of a clipper ship caught the attention of two chiefs touring the rooms. A small table and dresser tucked in a corner were covered with knickknacks from foreign countries and pictures of places visited, but apparently not forgotten.

The two stooped to look at the memorabilia.

"That's Naples," said one chief. "What a port."

As they left the room, a breeze rushed around the closing door and played a melody on the shell chimes hanging in a small cabinet at the foot of the bed. The four chiefs met in the hallway leading to the building manager's office.

"Everything looks good to me, master chief," said one.

Each CPO described what he had seen during the tour of the quarters; one of them jotted notes on a checklist. Their conversation included comments on the room sizes, cleanliness of the laundry rooms, style and quantity of furniture, and the general layout of the building.

Nothing had gone unnoticed by the representatives from the Navy's Unaccompanied Personnel Housing Management Team—formerly the Bachelor Quarters Management Team—a group that serves as monitors for Navy unaccompanied personnel housing. They work with managers of UPH to improve living conditions—ranging from the privacy and security of quarters to the overall comfort of residents—while reducing operating costs of quarters.

Several members of the team can recall when open bay barracks and canvas beds were the norm. They all recognize that living conditions for Navy bachelors still need to be improved, but they also believe that there have been tremendous advances made in creating a home-away-from-home atmosphere for most Navy bachelors.

"One of the biggest advances made in the quality of life in Navy unaccompanied personnel housing during the last decade has been in the area of management policy," said Master

Chief Mess Management Specialist Virgilio Desagun.

"Residents of quarters are having more say in how those quarters are run through involvement in their residents advisory committees. This has helped bring about some positive changes," said Desagun, senior enlisted on the team. "Today, the residents are actually involved in the operation of their quarters."

Resident advisory committees, established in the early '70s, were the first direct involvement residents had in managing their quarters. Since then, changes in management practices have led to many improvements. Recreational facilities in lounges have been expanded and beer machines are now a common convenience in most quarters.

"The Navy is the third largest operator of hotel and motel-type accommodations in the United States," said Desagun. "When you're dealing with more than 220 commands worldwide that operate similar accommodations, you're bound to have some problems."

The team uses a variety of methods to effect changes in the unaccompanied personnel housing facilities they visit—they identify problems, make suggestions to increase management efficiency and train managers and staffs





in proper management techniques.

A member of the team's support detachment explained, "Once we've selected a geographic area to be visited by the team, we send commands in that area a letter telling them we are available to visit if they would like to have us. If the time frame we have indicated is convenient with the operating schedule they have, they send us a letter saying so and also give us a list of the problems they might be having with their particular housing arrangements."





# Single Housing

Once UPHMT members know the problems a command is having in effectively operating its unaccompanied personnel housing program, they review the assets the command has to work with and tailor a new plan of action for that command to use in meeting the needs of its unaccompanied personnel.

According to Lieutenant Jim Williams, team officer for the UPHMT, members spend most of their time on the road. Last year, during a 44-week period, the eight traveling members of the UPHMT logged about 125,000 miles helping to upgrade the quality of life for the Navy's unaccompanied personnel.

The UPHMT is the updated name of the Navy's Bachelor Quarters Management Team which was formed in 1976, after the Bachelor Quarters

Management Field Assistance Teams (East and West) and the Commissioned Officers Mess (closed) Instruction and Demonstration teams were consolidated. When the Bachelor Quarters Management and COMCID teams merged, they came under the direction of the Chief of Naval Personnel. More recently, the UPHMT has come under the leadership of the Unaccompanied Personnel Housing Branch of the Naval Military Personnel Command.

Standardized operating instructions for both bachelor officer quarters and bachelor enlisted quarters were created after the consolidation of the BQMT and the COMCID teams.

Like its early ancestors, the UPHMT team is not an inspection team. Members do not enforce regulations; they only help managers of quarters apply existing guidelines more effectively.







"When we tour unaccompanied personnel housing," said Senior Chief Mess Management Specialist Richard Dunphey, "we look for areas that need improvements in addition to making recommendations for problems we know exist. If the problem is at the management level, we talk to the management; if vending machines are a problem, we talk to the exchange officer."

"Basically, we go to the source and recommend changes that will bring about a remedy."

Although the team's members don't claim to have all the answers, they are willing to use their collective experience in UPH management as an information bank for other managers.

"We have no manpower, no money and no equipment to offer the commands we visit," said Dunphey. "However, we can show managers how to get the necessary personnel, equipment or funds."

*The drill hall floor (above) of the main barracks at the former Naval Training Station, San Francisco, provides a stark contrast to a room of the UPH quarters (right) at Naval Submarine Base Bangor, Wash. MSCS Richard Dunphey, MSC Alfredo Las Marias and MSC Charles Herring check billeting regulations and general information posted in UPH quarters during a routine assistance tour.*

Each of the eight senior team members who travel to various commands has many years of experience in managing bachelor quarters. Desagun, for one, helped write the chapter on UPH management for the mess management specialist's advancement manual. He has also served as a training coordinator for the UPHMT and was a member of one of the original field assistance teams.

"The quality of unaccompanied personnel housing plays a very real and important role in retention," said Desagun. "It may not be the deciding factor, but living conditions are one of the factors a sailor weighs in his or her decision to reenlist."

Although most of the commands the team visits meet the minimum standards set for the Navy's unaccompanied personnel housing (see NAVOP

107/78), some commands need more help in applying those standards than others.

The age of the facilities a command has to work with, the number of people available for assignment to housing programs and the individual performance of managers all play a role in the quality of a command's UPH.

Many Navy managers of UPH are graduates of a three-week program at the Naval Air Technical Training Center, Memphis, Tenn. The curriculum includes instruction in quarters administration, budgeting and personnel management.

"All graduates of the Memphis program should have a basic understanding of the correct way to manage an unaccompanied personnel housing program," said Chief Mess Management Specialist Charles Herring.





# Single Housing

"The problem is that sometimes, when managers get into a position where they have to apply that training, they either concentrate on one general area or get bogged down trying to cover the entire scope of quarters operations."

The training phase of a UPHMT visit, which begins as soon as the group arrives at a command and meets with the quarters management, helps managers organize their priorities and teaches them how to best use the assets they have available to them.

"We work on a one-to-one basis when we can," said Herring. "Then we hold classroom training for all the mess management specialists at that command. We try to make sure everyone involved has a firm understanding of the different aspects of the job."

Members of the UPHMT believe their training will also improve the conditions for residents of newer unaccompanied personnel housing the Navy is planning to build.





"A lot of money is being put into new construction of unaccompanied personnel housing today," Desagun said. "In fact, last fiscal year alone more than \$42 million had been approved by the Navy for modernization and construction of unaccompanied personnel housing."

In addition, some \$122 million for more modernization and construction is awaiting final congressional approval for this fiscal year.

The UPHMT believes instilling pride in managers and residents of UPH is another way to improve conditions for Navy bachelors. One of the ways this is done is through the Admiral Elmo R. Zumwalt Award. This award is presented annually to the top UPH facilities in the Navy; competition is currently open to continental U.S. commands in two categories: one for commands of less than 500 people and another for commands of more than 500 people.

The UPHMT is optimistic about the future of unaccompanied personnel housing. They believe that the introduction of electronic security systems and automated administrative processes will allow managers and staffs time to concentrate on providing more in the way of resident services.

"These systems will allow more time for people needs to be met," said Desagun.

"Each and every one of the commands we've visited," said one member of the UPHMT, "is trying in its own way to improve its UPH."

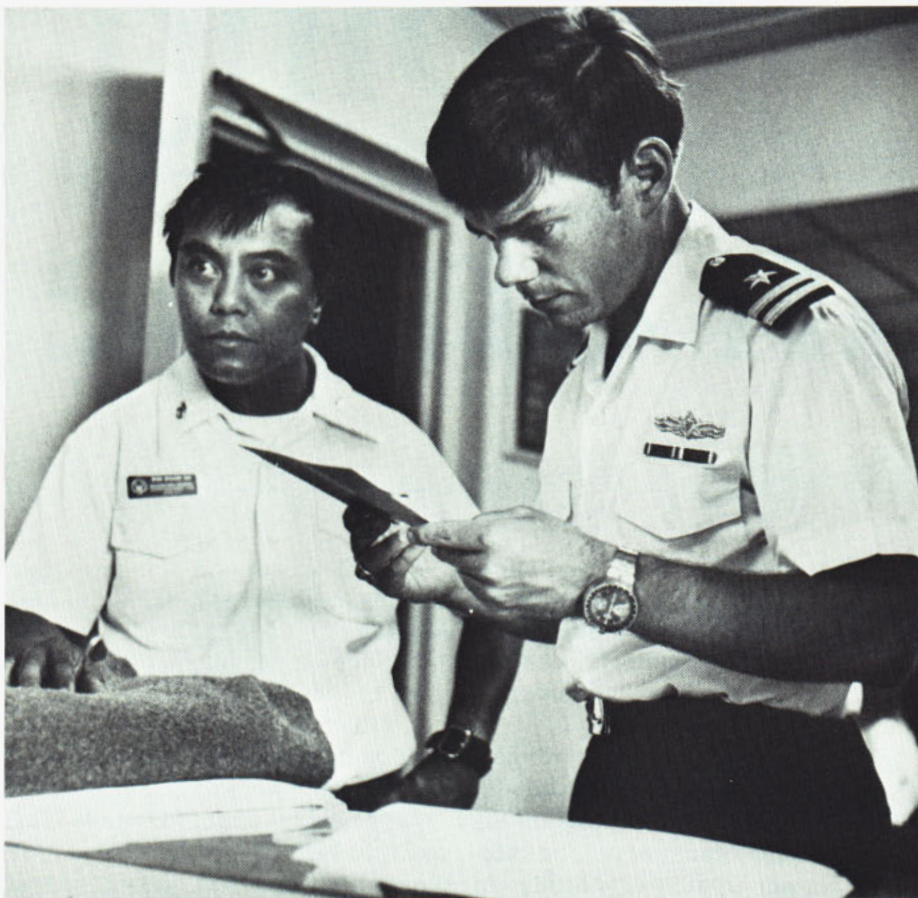
"We have a lot to offer the unaccompanied personnel housing program," Desagun added. "Our experience in dealing with the needs of the people who call unaccompanied personnel housing home can help the

seaman recruit just out of boot camp, the master chief and the officer alike."

After listening to the members of the UPHMT talk of the improvements they have seen, to the managers in the field who are working toward more improvements, and to the residents who

have seen and liked the changes made so far, you can't help feel that the home-away-from-home atmosphere isn't far away for all single Navy men and women.

—Story and photos  
by JOI Lon Cabot



## Zumwalt Award Winners

Winners of the 1980 Admiral Elmo R. Zumwalt Awards were announced recently by the Secretary of the Navy. The awards, presented annually, recognize outstanding unaccompanied personnel enlisted housing in the Navy. Awards were presented in two categories: large commands (more than 500 people) and small commands (fewer than 500 people).

First place winner in the large commands category is Naval Submarine Base Bangor, Wash. First place winner in the small commands category is

Naval Security Group Activity Winter Harbor, Maine.

Other winners in the two categories are: large commands—second place, Naval Air Station Patuxent River, Md.; third place, Naval Air Station Brunswick, Maine; runner-up, Naval Air Station Pensacola, Fla; small commands—second place, Naval Communication Unit Washington, D.C.; third place, Naval Air Facility Washington, D.C.; runner-up, Naval Coastal Systems Center Panama City, Fla.

*Upper left: MSC Phil Cavinpa, manager of Navy UPH quarters at Bolling Air Force Base, Washington, D.C., describes improvements in a lounge area to UPHMT member MSCS Richard Dunphey. Left: UPHs have come a long way since the days when hammocks were the norm at the Naval Training Camp Gulfport, Miss. Upper right: Lt. Jim Williams and MSCM Resty Gamboa review check-in procedures for UPH facilities in Washington, D.C., during an assistance tour of area unaccompanied personnel housing.*



# Sports Awards

## Keeping in Shape

With a new awareness on physical fitness, many sailors may wonder what options there are today for an individual program. One plan offering some 42 different options is the Presidential Sports Award Program.

The program is designed to give recognition to those individuals who take part in a regular program of sports and physical fitness. The categories range from weightlifting to bowling. When the minimum requirements are fulfilled an individual will receive official personalized recognition from the president of the United States.

Sailors and their dependents (over age 15) can apply for the award by completing the special personalized log that is available by sending a self-addressed, stamped envelope to Presidential Sports Award, Box 5214, FDR Post Office, New York, N.Y. 10022.

Anyone can qualify by fulfilling the specific sport's standards within a four-month period. The program recognizes a commitment to fitness through active and regular participation in sports, while offering participants the benefits gained from physical fitness and major recognition.

The 42 sports and standards that must be met are:

### Archery

1. Shoot a minimum of 3,000 arrows.
2. However, no more than 60 arrows a day may be credited to the overall total.
3. Minimum target distance is 15 yards. In field or roving archery, there should be 14 different targets, each at 15 or more yards.



### Backpacking

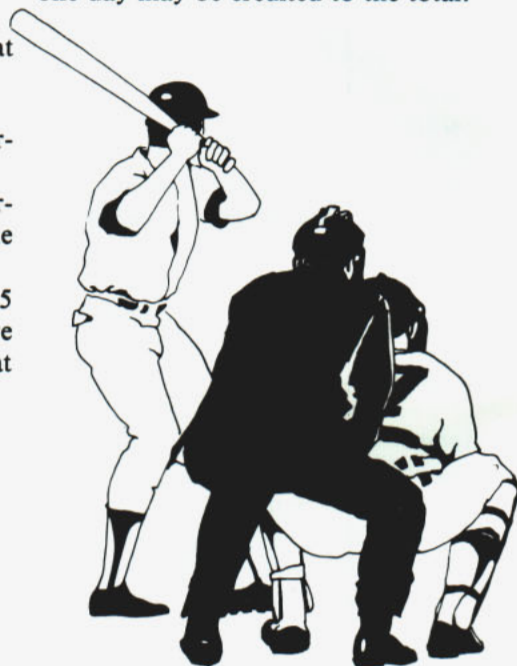
1. Backpack for a minimum of 50 hours.
2. But no more than three hours in any one day may be credited to the total.
3. Weight of pack must be at least 10 percent of one's body weight.

### Badminton

1. Play badminton a minimum of 50 hours.
2. No more than three hours in any one day may be credited to the total.
3. Play must include at least 25 matches (best two of three games) in singles and/or doubles.

### Baseball

1. Play baseball and/or practice baseball skills a minimum of 50 hours.
2. At least 15 of the 50 hours must be in an organized league or part of an organized baseball competition.
3. No more than one hour in any one day may be credited to the total.



### Basketball

1. Play basketball and/or practice basketball skills a minimum of 50 hours.
2. At least 15 of the 50 hours must be in organized league or tournament games.
3. No more than one hour in any one day may be credited to the total.



### Bicycling

1. Bicycle a minimum of 600 miles (more than five gears) or bicycle a minimum of 400 miles (five or fewer gears).

2. No more than 12 miles in any one day may be credited to the total (more than five gears); no more than eight miles in any one day may be credited to total (five or less gears).



### Canoe-Kayak

1. Paddle a minimum of 200 miles.
2. No more than seven miles in any one day may be credited to the total.

### Climbing

1. Climb under Alpine-type conditions a minimum of 50 hours.
2. No more than three hours in any one day may be credited to the total.

### Equitation

1. Ride horseback a minimum of 50 hours.
2. No more than one hour in any one day may be credited to the total.

### Fencing

1. Practice fencing skills a minimum of 50 hours.
2. No more than one hour in any one day may be credited to the total.
3. At least 30 of the 50 hours must be under the supervision of an instructor.

### Figure Skating

1. Skate a minimum of 50 hours.
2. No more than one and one-half hours in any one day may be credited to the total.
3. Skating should include (a) figure-eight work (patch), (b) free-skating, (c) ice dancing.

### Fitness Walking

1. Walk a minimum of 125 miles.
2. Each walk must be continuous, without pauses for rest, and the pace must be at least 4 mph (15 minutes per mile).
3. No more than two and one-half miles in any one day may be credited to the total.

### Football

1. Play any form of football, including flag or touch football and/or practice football skills a minimum of 50 hours.

2. At least 15 of the 50 hours must be in an organized league or part of an organized football competition.

3. No more than one hour in any one day may be credited to the total.

### Golf

1. Play a minimum of 30 rounds of golf (18 holes each round).

2. No more than one 18-hole round a day may be credited to the total.

3. No motorized carts may be used.



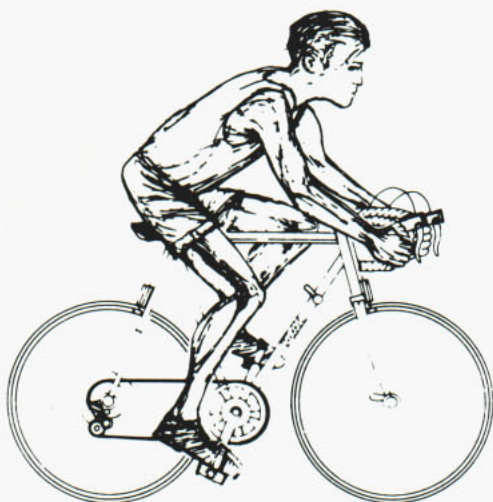
### Gymnastics

1. Practice gymnastics skills and/or compete in gymnastics a minimum of 50 hours.

2. No more than two hours in any one day may be credited to the total.

3. Practice must include work in at least one-half of the recognized events (two of four for women; three of six for men).

4. Participate in at least four organized competitions.



### Bowling

1. Bowl a minimum of 150 games.
2. No more than five games in any one day may be credited to the total.
3. A total of 150 games must be bowled on not less than 34 different days.





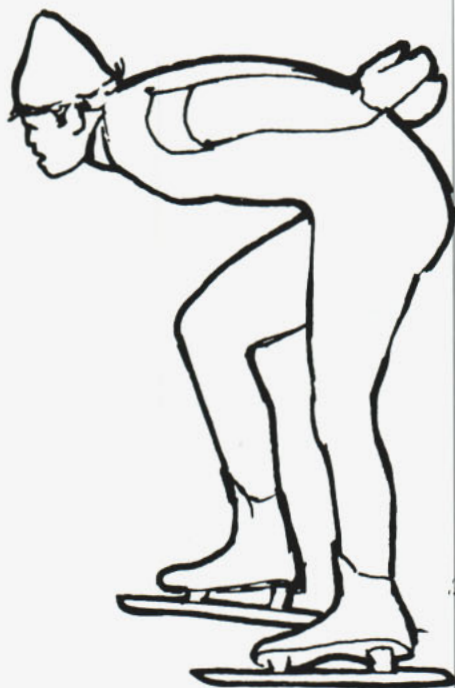
# Sports Awards

## Handball

1. Play a minimum of 150 games.
2. No more than four games in any one day may be credited to the total.

## Ice Skating

1. Skate a minimum of 200 miles.
2. No more than six miles in any one day may be credited to the total.



## Jogging

1. Jog a minimum of 125 miles.
2. No more than two and one-half miles in any one day may be credited to the total.

## Judo

1. Practice judo skills a minimum of 50 hours.
2. At least 30 of the 50 hours must be under the supervision of a qualified teacher.
3. No more than one hour in any one day may be credited to the total.

## Orienteering

1. Run a minimum of 100 miles, with no more than two and one-half miles in any one day being credited to the total.
2. Participate in at least four orienteering events and locate at least 25 checkpoints within the time allotted.

## Racquetball

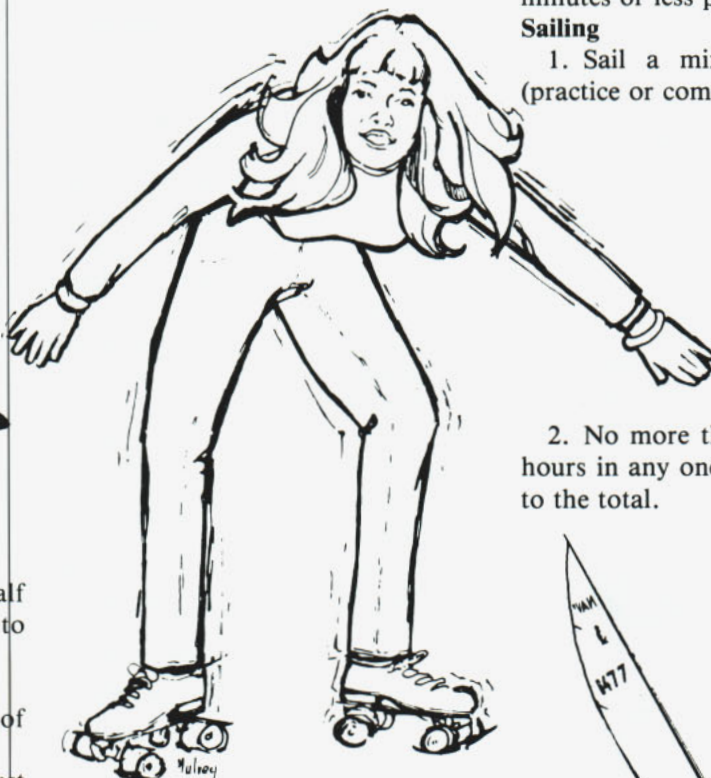
1. Play a minimum of 150 games.
2. No more than four games in any one day may be credited to the total.

## Rifle

1. Fire a minimum of 2,500 rounds.
2. No more than 50 rounds in any one day may be credited to the total.
3. Minimum target distances are 33 feet for air rifle, 50 feet for .22 rimfire rifle, and 100 yards for centerfire rifle. All shooting practice must be under safe, regulation conditions.

## Roller Skating

1. Skate a minimum of 50 hours.
2. No more than one and one-half hours in any one day may be credited to the total.



## Rowing

1. Row a rowboat a minimum of 50 miles; or row a wherry a minimum of 100 miles; or row a shell a minimum of 120 miles.
2. No more than one and one-half miles in any one day may be credited to the total (rowboat); no more than three miles in any one day may be credited to

the total (wherry); no more than three and one-half miles in any one day may be credited to the total (shell).

## Rugby

1. Play rugby or practice rugby skills a minimum of 50 hours.
2. At least 30 of the 50 hours must be under supervision.
3. No more than one hour in any one day may be credited to the total.

## Running

1. Run a minimum of 200 miles.
2. Run continuously for at least three miles during each outing. No more than five miles in any one day may be credited to the total and must be spread over at least 40 outings.
3. Average time must be nine minutes or less per mile.

## Sailing

1. Sail a minimum of 50 hours (practice or competition).
2. No more than two and one-half hours in any one day may be credited to the total.



## Scuba-Skin Diving

1. Skin or scuba dive, or train for diving, a minimum of 50 hours.
2. No more than one hour in any one day may be credited.



3. Total time must include at least 15 logged dives on 15 separate days under the safe diving standards of one of these groups: National Association of Skin Diving Schools, National Association of Underwater Instructors, Professional Association of Diving Instructors, the National YMCA or the Underwater Society of America.

#### **Skeet-Trap**

1. Fire a minimum of 1,250 standard trap or skeet targets.
2. No more than 25 targets in any one day may be credited to the total.
3. All shooting must be on regulation ranges under safe, regulation conditions.

#### **Skiing (Alpine)**

1. Ski a minimum of 50 hours.
2. No more than three hours in any one day may be credited to the total.

#### **Skiing (Nordic)**

1. Ski a minimum of 150 miles.
2. No more than 10 miles in any one day may be credited to the total.

#### **Soccer**

1. Play soccer or practice soccer skills a minimum of 50 hours.
2. At least 30 of the 50 hours must be under the supervision of a coach or official.
3. No more than one hour in any one day may be credited to the total.



#### **Softball**

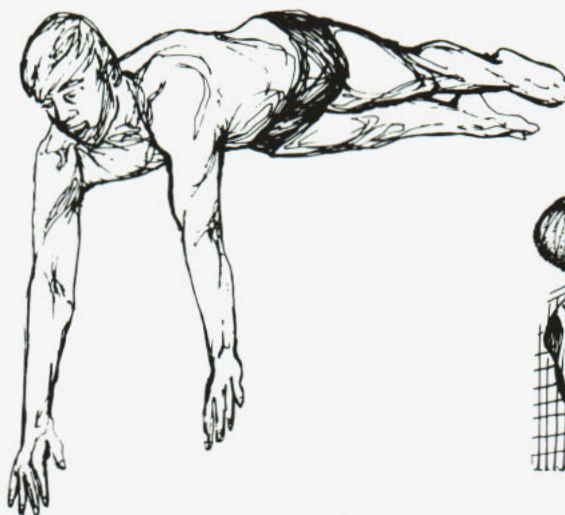
1. Play softball or practice softball skills a minimum of 50 hours.
2. At least 20 of the 50 hours must be in organized league or tournament games.
3. No more than one hour in any one day may be credited to the total.

#### **Squash**

1. Play squash a minimum of 50 hours.
2. No more than one and one-half hours in any one day may be credited to the total.
3. Total must include at least 25 matches (three of five games) of singles and/or doubles.

#### **Swimming**

1. Swim a minimum of 25 miles.
2. No more than three-fourths of a mile in any one day may be credited to the total.



#### **Table Tennis**

1. Play table tennis a minimum of 50 hours.
2. At least 20 of the 50 hours must be in organized league or tournament play.
3. No more than one hour in any one day may be credited to the total.

#### **Team Handball**

1. Play team handball or practice team handball skills a minimum of 50 hours.
2. At least 20 of the 50 hours must be in organized league or tournament games.
3. No more than one hour in any day may be credited to the total.

#### **Tennis**

1. Play tennis a minimum of 50 hours.

2. No more than one and one-half hours in any one day may be credited to the total.

3. Total must include at least 25 sets of singles and/or doubles.

#### **Volleyball**

1. Play volleyball or practice volleyball skills a minimum of 50 hours.
2. At least 10 of the 50 hours must be in organized league or tournament games.
3. No more than one hour in any one day may be credited to the total.



#### **Water Skiing**

1. Water ski a minimum of 50 hours.
2. No more than two hours in any one day may be credited to the total.

#### **Weight Training**

1. Train with weights a minimum of 50 hours.
2. No more than one hour in any one day may be credited to the total.
3. A workout must include at least eight weight exercises, each performed a minimum of 10 times.



# Mail Buoy

## Good Job on ACs

SIR: Just read your excellent article in the October All Hands, by PH1 Wood. ACs are long overdue for recognition in the jobs they do so well. Many hours are put into training everyone.

Becoming an AC isn't easy. You have to want to be one—you must work at it constantly.

There is no feeling like the one you get after you clear the sky of aircraft and you did it without stopping to think longer than two seconds.

The biggest complaint where I work is that there isn't enough air traffic. I can't think of any other job I would like to do.—AC2 Brian Parks.

## Safety Note

SIR: I thoroughly enjoyed the article in your November issue on the Blue Angels maintenance team. The article was very informative on an under-publicized group of professionals.

However, safety is the number one factor in any maintenance action. Right in the center of the article are three professionals using a forklift and pallet with no safety devices attached for a workstand.

I hope this is not S.O.P. and I'm not the only one who spotted this malpractice.—AS1 Calvin H. Lowell III, AIMD, NAS Jacksonville, Fla.

## Mars is Tops

SIR: I have just read the November issue of All Hands and feel kind of bad. You had an article on the USS *San Jose*. I have just been transferred off the USS *Mars* (AFS 1), the first of the supply type ships in the AFS class.

We recently returned from our tour of the Indian Ocean (over 232 days) where we set new records in transferring supplies and much-needed equipment to the other ships in our task group. The *Mars* had to spend over 75 days at sea because we were the only supply ship in the Indian Ocean from March to September.

I may be sitting on shore duty in Great Lakes now, but I will never forget the men of the *Mars* and all the work we did together.—DK3 Jim Cantwell

## More on Opsail '80

SIR: Although I found your October 1980 article, "Constitution Leads the Way," very interesting and nearly accurate, I was surprised there was no mention of the real Navy participants—the Surface Forces. USS *Richmond K. Turner*, USS *Farragut*, USS *Barney*, USS *Sampson*, USS *John Hancock*, USS *Garcia* and USS *Manitowac* all participated in Opsail '80.

We on the *Farragut* afforded our guests a full day's schedule including two sea details, an anchoring evolution, ship tours, outdoor barbecues, radio interviews and continuing parade narrative.

The real show, however, was Boston. The 350th birthday celebration was magnificent. The Navy was welcomed everywhere and the ships reciprocated. The goodwill shared by the city and its Navy guests will long be remembered by "Tidewater's Top Gun."—Cdr. L.O. Wahlig

## Reunions

• **USS Rockwall (APA 230)**—Reunion for crew members. Contact Donald J. Kusnir, 2140 South Military Trail, West Palm Beach, Fla. 33406; telephone (305) 965-2266.

• **USS Oklahoma City (CL 91, CLG 5, CG 5)**—Former crew members, including Seventh Fleet staff, interested in forming *Oklahoma City* Association, contact MACM Les Campbell, FRA Branch 367, P.O. Box 568, FPO San Francisco, Calif. 96656. Enclose self-addressed, stamped card or envelope.

• **APC sailors of World War II**—Reunion planned. Contact Thomas B. DeMott, Jr., 5028 Mosby Rd., Virginia Beach, Va. 23455.

• **USS Bache (DD 470)**—Second reunion for former crew members. Contact William F. Ford, 1358 E. 7th St., Brooklyn, N.Y. 11230; telephone (212) 338-7182.

• **USS Charles Ausburne (DD 570)**—Reunion for crew members. Contact W.O. Skaggs, 1891 Country Club Road, Thousand Oaks, Calif. 91360.

• **Naval Supply Depot, Mechanicsburg, Pa.**—Enlisted people and officers who served at the depot 1943-1946 interested in 1981 reunion, contact Paul Small, P.O. Box 9874, Philadelphia, Pa. 19140.

• **USS Cotten (DD 669)**—Reunion for World War II crew members. Contact AE1 Gerald W. Shollmier, 1161 Summit St., Oak Harbor, Wash. 92178.

• **Navy/Marine aviation squadrons**—Hold your reunions during the Annual Association of Naval Aviation Convention in Dallas, May 14-17, 1981. Write ANA Reunions '81, 1309 Canterbury Court, Arlington, Texas 76013.

• **USS Tennessee (BB 43)**—Reunion May 8-9, 1981, Scottsdale, Ariz. Contact Cliff Taylor, 1215 West Coolidge St., Phoenix, Ariz. 85013; telephone (602) 266-3244.

• **USS Oklahoma Association**—Reunion April 30-May 3, 1981, in Annapolis, Md. Contact Clarence Q. Knight, 7831 Aberdeen Road, Bethesda, Md. 20014.

• **VB-17 (1943-45)**—Reunion in conjunction with Association of Naval Aviation Convention, May 14, 1981, in Dallas. Contact Cdr. James A. Chinn, 2558 Blaze Trail, Diamond Bar, Calif. 91765; telephone (714) 598-1762.

• **U.S. Navy Flight Training AOC Class 21-56-4**—Reunion June 26-28, 1981, in Pensacola, Fla. Contact Paul E. Prine, 8202 Castle Drive, Indianapolis, Ind. 46256; telephone (317) 842-3538.

• **Navy Helicopter Association**—33rd Annual Convention, June 17-20, 1981, in San Diego, Calif. Papers welcome on any subject related to helicopters and multi-mission VTOL. Send abstracts, by March 30, to Helicopter Combat Support Squadron 11, Naval Air Station, North Island, San Diego, Calif. 92135.

• **USS North Carolina Battleship Association**—Reunion June 23-26, 1981, in Wilmington, N.C. Contact Alton H. Starling, 10839 Hampton Road, Jacksonville, Fla. 32217; telephone (904) 268-3813.

• **River Assault Flotilla One (CTF 117)**—15th reunion for those who served with the unit any time between September 1966 and September 1967, June 19-21, 1981, in Cody, Wyo. Contact Chaplain Ray Johnson, Box 146, Cody, Wyo. 82414.

• **USS Philippine Sea (CV 47) Association**—Second meeting June 18-20, 1981, in New Orleans, La. Contact A.G. LeBaron, Box 668, Moulton, Ala. 35650.

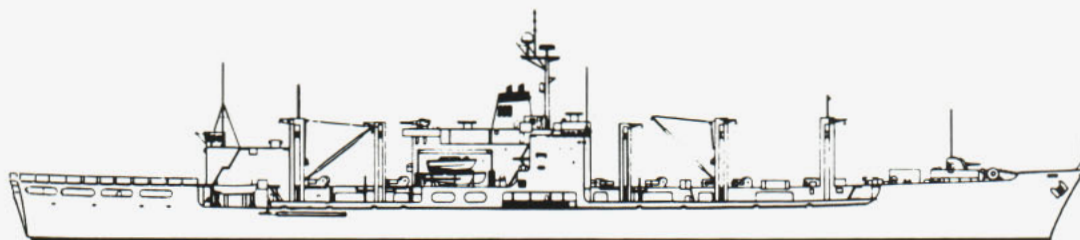
• **USS LST 399**—Shipmates' addresses wanted for summer 1981 reunion. Contact GM1/C Thad C. Rogers, P.O. Box 624, Cherryville, N.C. 28021; telephone (704) 435-9789.

• **VF-21/64**—All squadron personnel who served between 1955-1965 interested in summer 1981 reunion in San Diego, contact AEC H.F. Paysinger, P.O. Box 204, Imperial Beach, Calif. 92032.

• **USS Makassar Strait (CVE 91) and Squadron VC-97**—Reunion in summer 1981. Contact Edward J. Devlin, 8654 Jackson St., Philadelphia, Pa. 19136; telephone (215) 338-9687.



# Stern Shots



MARS (AFS 1)

There are seven *Mars*-class combat stores ships (AFS) in the fleet. At 581 feet long with a full load displacement of 16,500 tons, these ships can each carry 2,625 tons of dry stores and 1,300 tons of refrigerated stores. Two UH-46 *Sea Knight* helicopters are normally assigned to these AFSs. Can you name the seven *Mars* class ships?

- |                |       |
|----------------|-------|
| 1. <i>Mars</i> | AFS 1 |
| 2. S-----      | AFS 2 |
| 3. N-----      | AFS 3 |
| 4. W-----      | AFS 4 |
| 5. C-----      | AFS 5 |
| 6. S-- ----    | AFS 6 |
| 7. S-- ----    | AFS 7 |

Answers: 2. *Sylvania*; 3. *Niagara Falls*; 4. *White Plains*; 5. *Concord*; 6. *San Diego*; 7. *San Jose*.

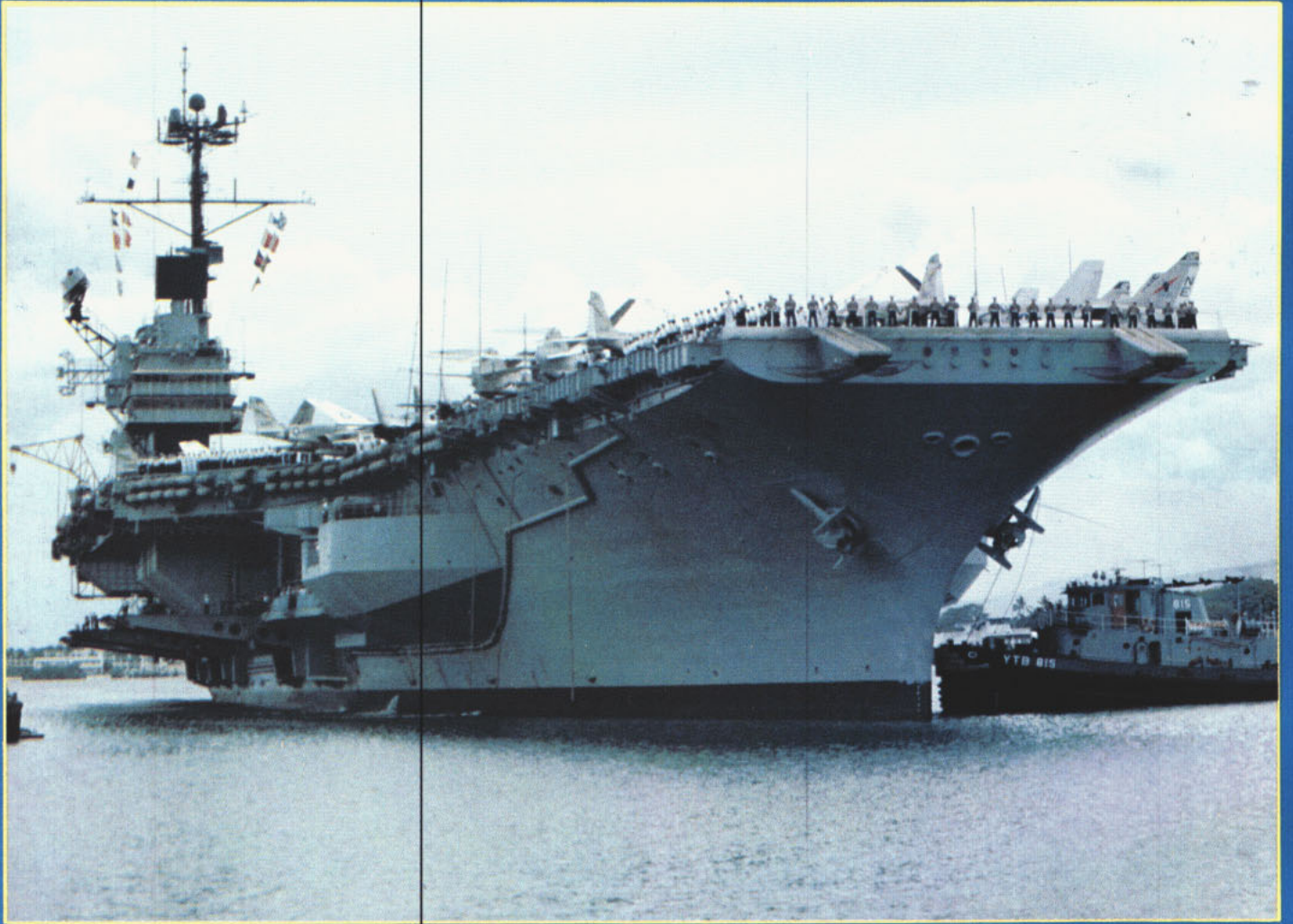
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